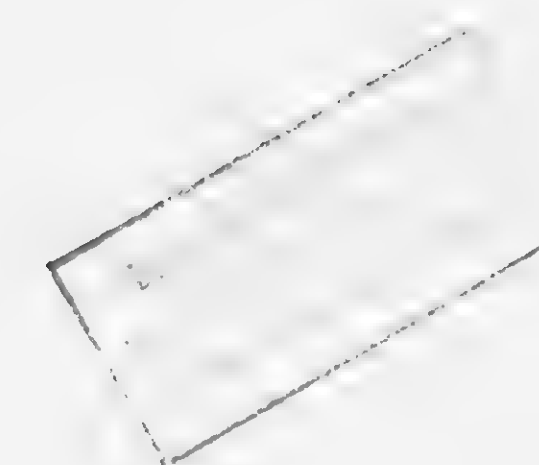


# THE HIGHWAY

1942





# THE HIGHWAY

VOLUME 1 — NO. 1

AUGUST, 1942

## OUR BOYS IN THE SERVICE

Elsewhere in this issue there appears a list of the State Highway Department employees now in the Armed Forces. We are proud of these men and the sacrifices they are making. Each is playing his part in America's fight for liberty. Together they form what we are proud to call "THE HIGHWAY HONOR ROLL."

We, who are still at home, owe these men something — something we can never repay. We can however sit down and write one or more of them a letter. We can tell them we miss them and send them some news. Remember, no matter where they are, they will be glad to hear from you. Why not do it today!

## Comm. Miller Extends Best Wishes

The publication of THE HIGHWAY by the employees of the State Highway Department for the information of the employees is an event of first importance. THE HIGHWAY will provide a medium in which the policies of the Department can be communicated to every member of the Department as formulated together with an explanation of such policies. It will afford, in the second place, an opportunity for each employee to feel that he is an essential part of a great department of the State Government which is performing a vital service in the nation's war effort today and the state's peace efforts tomorrow. Thirdly, it should greatly enhance the spirit of teamwork by giving to each employee an appreciation of the work of his fellows in the Department.

The State Highway Department is the greatest highway built in the land. This is a vast network of main and secondary roads which represent a capital investment of \$346,000,000. But the Highway Department has done more than build roads. It has provided an opportunity for a group of highly skilled engineers and laborers, clerks and laboratory technicians, to cooperate together in rendering a unique public service to the people of New Jersey. It

## Highway Commissioner



SPENCER MILLER, JR.

is a Department in which men and women have not only made a living for themselves and families, but have made interesting lives.

We want, in this state, to continue to build good roads, but we want also to build good men. We want to make the Department proud of its employees and the employees proud to belong to the Department. THE HIGHWAY can help to carry that message. We wish its editors a full measure of success in their worthwhile adventure.

SPENCER MILLER, JR.,  
State Highway Commissioner

## HIGHWAY SERVICE FLAG UNVEILED

### Impressive Ceremony Marks Dedication

At an impressive noon-hour ceremony on Wednesday, July 22, the State Highway Service Flag was unveiled in the Commission Room at the State House Annex. In the presence of two hundred or more employees of the Trenton office and Fernwood, Commissioner Miller undraped the large flag, in whose center panel were 186 blue stars, symbolic of the number of Highway employees now in the Armed Forces of the United States.

In speaking of the services these men were rendering to their country, Commissioner Miller said, "They have gone forth to their greatest obligation, namely, the defense of their country against a foreign foe. We, who remain at home, have a responsibility to these men of keeping in trust the high standard that they would have us maintain. This Service Flag should serve as a constant reminder to all of us of our obligations as citizens and members of this Department to carry on efficiently, cheerfully and loyally until victory is won."

Following his address, Commissioner Miller presented the Reverend Samuel H. Lowther, of the Trinity Cathedral, who offered prayer for the safekeeping of all who had entered the Service.

Included in the exercises was the singing of the Star Spangled Banner and America by the entire assemblage and bugle calls by Chester A. Hills of the Annex

staff. Music for the occasion was furnished by the popular Fernwood instrumental quartet of Adolph De Remigis, George Kutch, Al Getz and Donald Torrini. Jack Rockford led the singing.

The Highway Service Flag will hang in the Commission Room permanently. The next time you are in the Trenton office be sure you see it.

## Wanted Contributing Editors

Future editions of the HIGHWAY will depend for interest upon news items and pictures dealing with Divisional and individual happenings. Therefore if you want YOUR news in this paper send it in.

Contributing Editors should represent each division in the Highway Department and through them reports will be sent to the paper. The space you get in forthcoming issues will largely depend upon the news you send in. Get together and nominate a man to represent your Division and see that he is supplied with stories and pictures from time to time. He will be your Contributing Editor and will be listed as such. Now is the time to act, because the next deadline is not too far off.

## HERE'S YOUR NEW PAPER

With this, the inaugural issue of THE HIGHWAY, a program is being instituted—a program that has for its goal a better relationship between employer and employee; a more cordial understanding of the problems of one group by another; the promotion of the type of teamwork that will enable the Highway Department to become an organization in which all of us will share a justifiable pride.

The fostering of such a program requires more than printer's ink and paper. It requires the whole-hearted support of every employee within this great Department. Its success depends upon the cooperation of every individual and group within its complex makeup.

If you believe in such a program, if you accept as fact the mutual benefits to be derived therefrom, your cooperation will be forthcoming and its success will be assured.

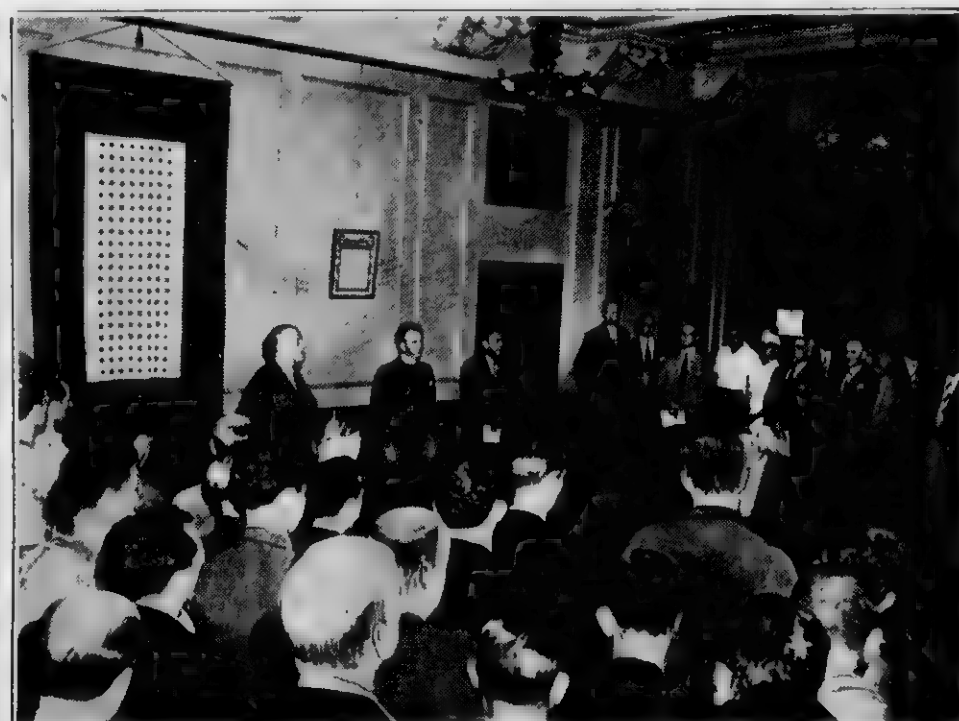
As for the role to be played by THE HIGHWAY, its columns shall always be devoted to the worthwhile activities of all, be he great or small. THE HIGHWAY is YOUR paper. Its news items are YOUR news items, for along every roadside, in every office, wherever men are working, there is a story the rest of us would like to read. It may be the story of success through conscientious application to duty. It may be the story of an individual or group, of fine work that has passed unnoticed. Perhaps if told it would serve as an incentive to others. THE HIGHWAY will be glad to tell it.

But this is not all THE HIGHWAY will print. Within its pages will appear pertinent news of Highway Department events; Civil Service news effecting Highway employees; stories covering the construction and maintenance work of the Department; items dealing with employee activities; news of our boys in the armed forces; news from the various Divisions and plenty of pictures.

To cover such a field comprehensively will require news leads and stories from every section of the state. In this, each of you can lend a hand sending to the editor of THE HIGHWAY any news that comes to your attention. Not all of it can be used in any one issue, but remember that there will be a lot of space in forthcoming issues.

Like any fledgling, THE HIGHWAY must creep before it walks. Therefore, you may also lend a helping hand by sending in constructive criticism and suggestions. In other words, if you like THE HIGHWAY, let us know; if not, tell us why. Upon your encouragement and cooperation depends much. There is a big job to do. Let us all roll up our sleeves and give a hand.

## SERVICE FLAG CEREMONY



Part of the assemblage that attended the Service Flag dedication is here shown listening to the address by Commissioner Miller. Standing beside the Commissioner are Rev. Samuel Lowther and A. Lee Grover. Identifiable in the picture are Ken Rice, Alex Muir, Fred Hunter, E. V. Connett, Ray Sherbaum, Carman Davis, Charlie Fearnley, Edward Engelman and Arthur Egan.

## Governor Edison Sends Greetings

I am indeed happy to know that the Highway Department has decided to establish a newspaper to be devoted to matters pertaining to highway activities and personnel.

I look upon this as another manifestation upon the part of Commissioner Spencer Miller, Jr., to revitalize our Highway Department along efficient and progressive lines.

Such a paper should develop into a valuable adjunct of the Highway Department. It should prove interesting and beneficial to all employees.

Through the medium of this first issue of "The Highway," I extend to all of the employees of the Highway Department my heartfelt and best wishes.

May this newspaper do its part towards the realization of better government throughout the Garden State.

CHARLES EDISON,  
Governor

## Good News For Hourly Men

### To Get New Benefits from Sick Leave

"Permanent hourly employees of the Highway Department will be paid full pay for the first seven days of absence caused by injuries incurred in line of duty as a result of a new order issued by me on July 7th," states Commissioner Spencer Miller, Jr.

Heretofore, hourly men were paid in accordance with the provisions of the N. J. Workmen's Compensation Act. This Act provided no compensation during the first seven days of an absence required by injury sustained in line of duty. That practice resulted in considerable hardship for these employees, who being in the low income group, could ill-afford to lose a week's pay.

Commissioner Miller, exercising the discretion permitted him by law, ordered that these men be paid for any loss of time up to and including the full seven day waiting period. This payment will be permitted from the employee's accumulated sick leave. Sick leave accumulations, under the terms of the Order will now be calculated from the date of each man's original employment upon a permanent basis by the Department. This assures adequate and equitable sick leave rights for old, faithful employees of the Department, some of whom have been employed continuously for over twenty years.

Abuses of the sick leave rights are guarded against by providing for the furnishing of certificates by reputable attending physicians upon forms prepared by the Department.

## NICE GOING

The first reports issued in connection with the State Highway Department drive to conserve gasoline and rubber showed that equipment owned by the department traveled a total of 144,950 miles less in June 1942 than in the same month of 1941.







## Swap Riding Will Help War Effort

Teaming-up Will Save Tires, Gas and Cars

The simplest method of conserving tires, gasoline and automobiles is by "swap riding" or group riding. By this means it is possible to make one car do the work of several. Not only this, but by carrying a car full of fuel, low employees one week and then riding with one of them until it is your turn again, you are really doing something worth while for your country.

The Highway employees are well ahead of the Statewide averages in this respect. Recent surveys in New Jersey reveal that the average car only carries 1.8 persons out of a possible 4.6 persons. A survey of those working in or from Fernwood shows that the average car carries 2.2 employees. While this is most gratifying, the capacity of the cars now in use is more than double the amount they are at present carrying. In other words, by grouping up and taking turns in driving to work, half of the present cars in use would be enough. It probably will result in some inconvenience but it will be a small contribution to make. Remember the boys in the Army are also being "inconvenienced."

Why not work out a plan with three or four other fellows and put it into effect now. When you have it working drop a line to THE HIGHWAY and give us the story. We'll use it.

### The Reward of Virtue

Mr. Eugene V. Connett, Assistant to the Commissioner, is a man of high principles. Rather than accept a railroad pass, to which he felt he was not entitled, he purchased a commutation ticket for \$25.65. Now here's the payoff! Somewhere between the time of purchase and the collecting of fares, the brand new commutation ticket disappeared. It has not yet been found. Such is the reward of virtue!

### COLEMAN HONORED UPON PROMOTION

One of the unique occasions in the annals of the State Highway Department was the testimonial dinner given in honor of James E. Coleman, Jr., the first Negro to be promoted to the position of foreman in the Department. Coleman, who has made an enviable record for himself in the Maintenance Division, was promoted on the basis of his splendid work record.

As a tribute to him, the Mohawk Lodge of the I. B. O. E. of the World, gave a testimonial dinner to Coleman at the Young Women's Christian Association in Plainfield on the evening of July 2nd. Among the one hundred and thirty guests present were, State Highway Commissioner Miller, State Highway Engineer Logan, Senator Pascoe and Mayor Harvey Linbarger.

The promotion of Coleman is a pledge that merit will be recognized in the Highway Department irrespective of race, creed or color. Upon no other basis can a great department of the state's business be soundly administered.

### SAXON WICOFF DIES

Word of the death of Saxon Wicoff, whose body was found in Sanhanc Creek, Trenton, on July 22nd, came as a shock to all who knew him. Wicoff, whose home was in Trenton, had recently completed his third year with the Highway Department. During his employment as a clerk in the Fernwood stock room, he had made many friends both there and in the Trenton office.

"SWAP RIDING" saves rubber — gas and cars.

## NEW PASSAIC RIVER BRIDGE



## GOODKIND FETED AT TESTIMONIAL

Receives National Award for Passaic River Bridge

On Monday evening, June 29th, members and distinguished guests of the Bridge Division Club gathered at the Trenton Country Club to pay tribute to Morris Goodkind, our Bridge Engineer. The occasion was the awarding of the American Institute of Steel Construction's certificate of award for the most beautiful movable bridge constructed in the United States during 1941. New Jersey's prize winning entry was the new high-level lift bridge over the Passaic River at Kearny.

Sam Rankin, President of the Bridge Division Club opened the festivities by introducing as master of ceremonies, L. C. Peterson, chief draftsman of the Bridge Division. "Pete" in turn carried on in a manner reminiscent of Lum and Abner of radio fame as he presented each speaker.

The principal speaker of the evening was State Highway Commissioner Spencer Miller, Jr., who lauded Mr. Goodkind, saying, "It is a good thing to come together to honor one who has the ability to create, to build, to add to those things of enduring excellence. For these belong to our civilization, they belong to the

future of our world! Morris Goodkind, we are proud of you." The commissioner further paid tribute to the employees of the Bridge Division for their high morale and efficiency as attested



MORRIS GOODKIND

to, not only by this award but by previous awards. In addition to the certificate awarded Morris Goodkind, Mr. F.

## BRIDGE CLUB A MORALE BUILDER

Organization Completes Eleventh Year

When Morris Goodkind, in February 1930, wrote an article for Engineering News Record outlining the departures from ordinary procedure in the construction of the Raritan River Bridge on Route 25 near New Brunswick, he little realized that it was the first in a series of events destined to play an important part in employee relations, employee morale, employee coordination, departmental recognition and signal honors for the Bridge Division.

With the proceeds of this article, the Bridge Division held their first get-together. Several informal gatherings followed and on October 23, 1931, the Bridge Division Club was formed for the purpose of bringing together the men of the office and field at more frequent intervals. Mr. Goodkind was elected as its first president.

The success of these meetings was so encouraging that soon

bridge contractors were invited to participate in many of the functions. In this manner, a better understanding was fostered between the designers, draftsmen, inspectors and those who actually built the bridges.

As the club grew older, a welfare committee was formed. Through this medium it was possible to send an ill fellow-employee, flowers, fruit, cigars or cigarettes, while on other occasions, a friendly visit was paid. The club also has generously contributed to such organizations as the Red Cross and U.S.O. Even the Department softball team has felt a little encouragement aimed their way.

From time to time meetings were held and the problems of the office and field were discussed at length and suggestions received and adopted. Motion pictures of Departmental construction and talks were incorporated in these meetings. In this manner it was possible to solve many problems in a genial manner and in pleasant surroundings.

The annual outings of the

H. Frankland, acting on behalf of the American Institute of Steel Construction, presented certificates to Commissioner Miller for the State Highway Department; S. J. Ott representing the American Bridge Company, the erectors of the steel and to Henry C. Tammen of the firm of Howard, Needles, Tammen and Bergendoff, consulting engineers on this outstanding bridge.

Among the distinguished guests attending the testimonial were: James Logan, former State Highway Commissioner; E. Donald Sterner, Eugene V. Connett, Professor James K. Finch of the Columbia University School of Engineering from which Mr. Goodkind was graduated in 1912 and A. Lee Grover.

Governor Edison, who was unable to attend, extended through Commissioner Miller his "heartiest congratulations" to Mr. Goodkind. In replying to this and the prize award, "Goodie" said, "I accept these tributes on behalf of the men of the Bridge Division."

The committee in charge of the arrangements consisted of: Chairman John J. Koffler, Lawrence C. Peterson, Arthur J. Lichtenberg, George A. Heffernan, Wilbur H. Spencer and John F. Evans, Jr.

Bridge Division Club have become famous, both for their size, which has reached nearly five hundred people, and for the sumptuous manner in which they were conducted. At these affairs, which frequently lasted well into the night, friendships were formed which reached far beyond the confines of the Bridge Division.

More recently the club sponsored a dinner for Morris Goodkind at the Trenton Country Club at which prizes were awarded to Mr. Goodkind and the Highway Department for constructing the most beautiful lift bridge in America during 1941. Since this is but one of several awards received by the Bridge Division, there can be no doubt concerning the role played by the club in building a fine morale.

This organization is probably unique in the annals of state government. Looking back over their activities and growth through the past eleven years, it is evident that they have "something on the ball." They have blazed a trail others might well follow.

A. J. L.

## New Jersey Bridges Have Won In Past

Although great honor has come to the Highway Department as a result of the Passaic River Bridge Award, this is not the first time New Jersey has led the parade. In past years it has been our lot to win more recognition through the surpassing beauty of our bridges than any other state.

National attention was first focused upon New Jersey bridges in 1930. In that year the College Bridge on Route 25 over the Raritan River near New Brunswick received the Phoebe Hobson Fowler prize of the American Society of Civil Engineers for its outstanding architectural merit.

This feat was followed two years later by another outstanding achievement. In that year the American Institute of Steel Construction first prize was awarded the now famous Pulaski Skyway. In 1933, making three wins in four years, the Shark River Bridge, between Belmar and Avon on Route 1, finished in front by winning the first award among bridges costing between \$250,000 and \$1,000,000.

In addition to these first prizes, the State Highway Department received honorable mention in 1933 for the Shrewsbury River Bridge on Route 36 between Highlands and Seabright.

## Wage Adjustment For Laborers

Mr. Connett reports success in getting the approval of the Civil Service Commission and the Finance Commissioner for Commissioner Miller's order adjusting the Basic Hourly Rate of Laborers. Here are the facts concerning these adjustments:

In some counties (see list below) the base pay for laborers has been fifty cents an hour while in other counties the base pay has been fifty-five cents an hour. Effective June 1st, the basic rates in all counties will be raised five cents an hour.

The only men who will be affected by this order are the ones who are now receiving the minimum rate for the county in which they reside. These are the men who at present are receiving fifty cents an hour in a fifty-cent county and those who are receiving fifty-five cents an hour in a fifty-five-cent county. This is the group which Commissioner Miller considers as working for subsistence wages. No one else will get the benefits of this wage adjustment. The men who are at present receiving more than the minimum rate will continue to receive the same hourly rate as previously.

The new rate will amount to approximately nine dollars a month more for those coming under the provisions of the order.

List of Counties and labor rates paid prior to June 29, 1942.

Atlantic	50c
Bergen	55c
Burlington	55c
Camden	50c
Cape May	50c
Cumberland	50c
Essex	55c
Gloucester	50c
Hudson	55c
Hunterdon	55c
Mercer	55c
Middlesex	55c
Monmouth	55c
Morris	50c
Ocean	55c
Passaic	55c
Salem	50c
Somerset	55c
Sussex	50c
Union	55c
Warren	55c

### A PROLIFIC WRITER

In scanning over the first issue of the former State Highway publication, "The Highwayman" — which incidentally was published twenty-one years ago this month — we ran across an article by Harry D. Robbins entitled, "Highway Drainage." Quite coincidentally Harry has contributed to this, the first issue of "THE HIGHWAY." His verse appears elsewhere.



# THE HIGHWAY

VOLUME 1 — NO. 2

TRENTON, NEW JERSEY

SEPTEMBER, 1942

## SPEED AT PICATINNY

Speed was the order of the day. From one end of the job to the other the construction work on the Picatinny Access Road was humming. That is, all except at one place. At this point things were at a standstill and judging from the daily reports that filtered into Trenton, it looked as if they would be, for an indefinite period. No amount of planning seemed capable of circumventing this bottleneck—for over this particular spot hovered the grim spectre of death.

In a house on the newly acquired right-of-way, at a point



where a large bridge abutment must be constructed, an old man lay dangerously ill. James Cooper Fichter, 86 years of age, had suffered a stroke and his physician, Dr. A. L. Baker of Dover, would not permit his removal from the premises.

Week by week the situation was becoming more acute—each hour that passed meant delay in finishing this vital war road. Finally word came that the doctor had granted permission to move his patient. Shortly thereafter an ambulance arrived and with every care the old man was at last taken from his home.

Immediately an impatient wrecking crew started in to make up for lost time. Window sashes and all salvageable to time the former residence assumed the appearance of a stark skeleton. But even then things were not happening quickly enough for Superintendent Tom McDonald of the Franklin Contracting Company who was anxious to start excavating for that important bridge abutment on the following morning.



After studying the situation for a few seconds Mac ordered a cable slung around the house, or what remained of it and hooking this to a tractor, he gave the signal to haul away. The cable tightened and for a brief moment the timbers of the old house resisted the tractor's pull. Then came a resounding crash followed by a cloud of dust. The tractor operator grinned and excavation started the next morning.

### Make An Appointment

Due to the volume of interviews being granted to employees by Mr. Connett, it will be necessary, in the future, for those wishing to talk over problems with him to make a definite appointment.

Recently several men have come from considerable distances without such appointments and because of previous engagements, Mr. Connett has been unable to grant them an audience.

Therefore be sure that you take the precaution of making a definite appointment before you come to Trenton. Either write or telephone. In that way you'll be playing safe.

### Identification Badges Must Be Safeguarded

Every employee of the Highway Department should carefully guard against losing his identification badge. While you may not think the photograph on it does justice to you, it might be worth a lot in the hands of a saboteur or espionage agent. See to it that you do not lose yours. The Federal Government is vitally interested in keeping these badges in your possession only.

### YOU CAN HELP

When you get hold of a piece of news, why not send it to THE HIGHWAY? Remember, this is your paper.

### Attention

The following Order was issued by Commissioner Miller on August 18th.

"IT IS HEREBY ORDERED that employees of the State Highway Department shall not be permitted hereafter to purchase any articles of any kind which have been purchased by and belong to the Department."

"IT IS FURTHER ORDERED that no employee of the Department shall employ the services of another employee of the Department during regular business hours, nor shall any employee of the State Highway Department employ or utilize the services of a person over whom he has any supervisory control whatsoever, at any time, for his private purposes."

SPENCER MILLER, JR.  
State Highway Commissioner

## Adjustments Pending

Will Become Effective on August 16th

As many employees know, Mr. E. V. Connett has been busy for the past two and one half months working out certain adjustments in salaries, classifications, etc., with the Civil Service Commission and the Commissioner of Finance. For some weeks, it is possible that members of certain Divisions will be notified of these adjustments sooner than others due to the great amount of work involved. It should be understood, however, that all adjustments when finally made, will be effective as of August 16th regardless of when notification is received. This is equally true of those who may receive notification prior to August 16th. This date was chosen as an average so that no hardships will be inflicted on anyone involved.

## Hey Fellas, What's Wrong?

In several instances recently, representatives of our office have called at the homes of employees, reported on sick leave, only to find that these men were not at home. In fact in some cases it was impossible to make contact after repeated calls.

If these men were working for private employers they would have been taken off the sick leave payrolls immediately. These men are not only violating the sick leave regulations, they are making it tough for the rest of us in two ways. First, continued violations by this group may lead to the loss of our sick leave privileges by all of us. Secondly, all cases will have to be investigated more rigidly and the regulations made more stringent. The honest, conscientious employee is thereby made to suffer for the misdeeds of the "smart guy." No small group of individuals has the right to endanger, by misuse, the sick leave privileges of the great mass of the rest of us. The "smart guy" usually winds up behind the eight ball anyway. We have several cases now where those who abused "sick leave" were forced to pay back the money they had improperly obtained even after their connections with the department were severed.

Therefore, let those who are using sick leave for purposes other than that for which it is intended take notice. The stakes involved are not worth the chance taken. And incidentally, the extra work is breaking my back.

CHAS. I. LEVINE.

## Political Independence Your Heritage

In the Declaration of Independence there is a statement that all just governments derive their powers from the consent of the governed. It has become the philosophy of the American Government that political sovereignty or political power is in the people. That is one of the basic principles of democratic government. Abraham Lincoln once defined democracy as "government of the people, by the people and for the people."

Government by the people, by popular consent, means that every citizen must take an interest in the affairs of his government. He does that in many ways by paying taxes for the support of government, by serving in the armed forces in defense of his country, by performing jury duty or by that simple but vital function of the citizen—namely voting. Under the constitution every man or woman, twenty-one years of age or older who has not been convicted of a crime or confined to a custodial institution is entitled to vote. It is both the privilege and obligation of the adult citizen to vote. But no man should be coerced into voting against his will, or prevented from voting by coercion or intimidation. An adult citizen has a right to join a political party of his own choosing, or refrain from belonging to a political party. That is his own affair.

The employees of the State Highway Department have the full civic rights of every other citizen. What party an employee belongs to and what candidate he votes for is up to the conscience of each individual. No one will be given any preference in the department because of his political affiliation or activity, or denied employment because of such activity. No employee of the department will be subjected to reprisals of any kind because of the way he votes, or the party to which he belongs. A man's position and promotion in the department should depend on merit and not on political influence. Complete freedom of political conscience and action is now assured to every employee in the department.

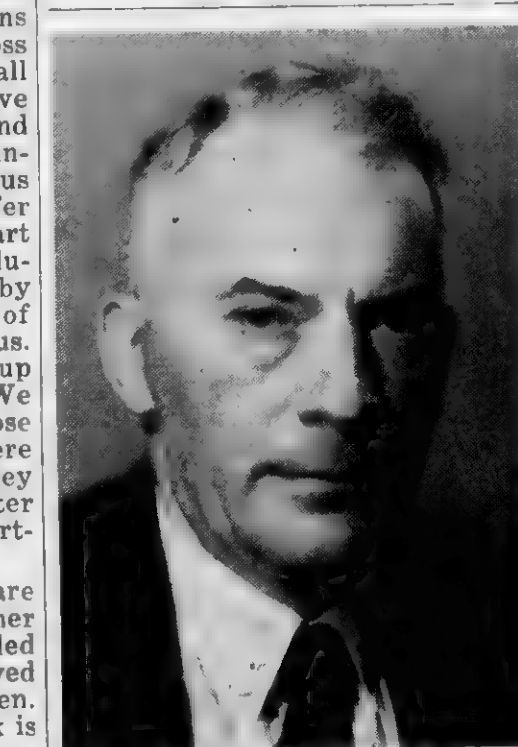
There is one caution that every employee should keep in mind. The Hatch Act was passed by the Congress of the United States in August, 1939, and was designed "to prevent pernicious political activities." This act was designed to cover such activities in the Federal Government. The provisions of this act were extended to certain officers and employees in the several states by an act of Congress that was approved on July 19, 1940. The United States Civil Service Commission and competent legal authorities are of the opinion that, inasmuch as the Federal Government participates in our State Highway program, the Commissioner and some of his aides are prohibited from engaging in political activities—that is sound public policy.

The United States Civil Service Commission likewise ruled in September, 1940, that membership in a county political committee would constitute participation in "political management" within the meaning of the Hatch Act.

From an opinion given in October, 1940, by the same Commission, it would appear that membership on a regular election board would come under the Hatch Act also. If you are in doubt about any particular case, state your problem in writing to the editor of "The Highway" who will obtain an opinion from legal authority on your case.

SPENCER MILLER JR.,  
State Highway Commissioner

## Bedwell Serving as Highway Engineer



C. F. BEDWELL

Assumes Duties of Office During Absence of Logan

During the absence of State Highway Engineer James Logan, who has been granted a two month's vacation, Commissioner Miller has appointed Mr. C. F. Bedwell, Construction Engineer to serve in that capacity.

Another change ordered by the Commissioner was the temporary appointment of Mr. E. E. Reed as Assistant State Highway Engineer pending the reorganization of the Department. Although holding the title of Projects Engineer during recent years, Ed Reed formally held the title of Assistant State Highway Engineer under many administrations.

Both these men have served long and faithfully for many years and will carry with them in their new positions the best wishes of the entire Department.



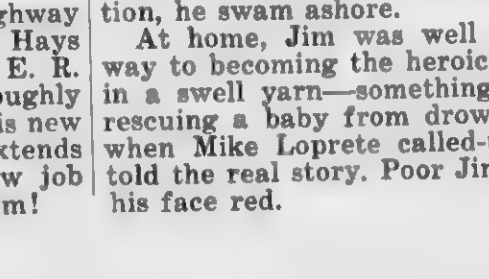
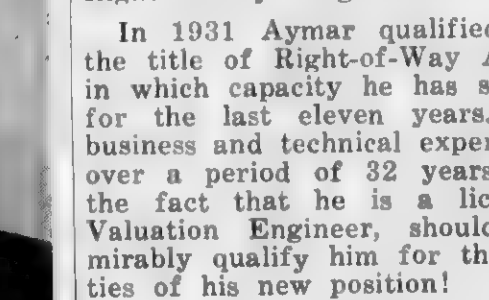
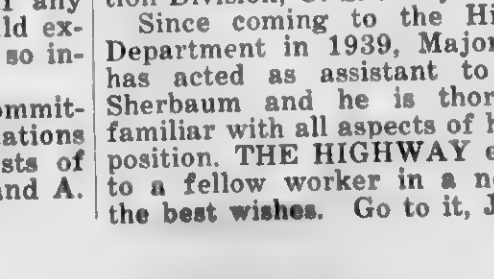
## Assumes Duties As Head Of Right-of-Way Division

HARRY D. ROBBINS

Since coming to the Highway Department in 1939, Major has acted as assistant to Sherbaum and he is thoroughly familiar with all aspects of the position. THE HIGHWAY DEPARTMENT is looking forward to a fellow worker in a new position. Go to it, J.

In 1931 Aymar qualified for the title of Right-of-Way Engineer in which capacity he has been working for the last eleven years. His business and technical experience covers over a period of 32 years and the fact that he is a Licensed Professional Valuation Engineer, should amply qualify him for the duties of his new position!

tion, he swam ashore.  
At home, Jim was well  
way to becoming the heroic  
in a swell yarn—something  
rescuing a baby from drow-  
ning when Mike Loprete called—  
told the real story. Poor Jim  
his face red.





## Survey Work Starts on Super Highway Route 100

The Public Roads Administration has approved of proceeding with the preliminary engineering for the development of State Highway Route 100, which is legislated to extend from the George Washington Bridge at Fort Lee to Jersey City and Bayonne, thence across Newark Bay, and thence running parallel to Route 25 south to the Raritan River. Work has already commenced.

The area traversed by Route 100, which presents the heaviest traffic density in the United States, is the key link of the proposed Boston to Washington Highway. This is evidenced by the results of intensive studies made some years ago by the Public Roads Administration at the request of Congress. Congress desired information as to the feasibility of constructing express toll roads throughout the country, and the studies indicated conclusively that the area between Boston and Washington is the only area where tolls might support the undertaking. Our studies indicate that the economic need of a highway artery such as Route 100 justifies its construction without the imposition of tolls. The full width of right-of-way to be produced at the outset, and the construction would be undertaken in stages with the initial traffic lanes being added to as the demands of traffic required.

Two great problems face us all today—winning the war and winning the peace. The highways we have built and the access roads to military establishments and industries now in process of building, together with our highly efficient year-round maintenance of our highway system will contribute largely to winning the war, and to the peace we must not fall back to conditions which applied during the depression period. Employment must be maintained not on a mere subsistence level but on a scale calculated to sustain and increase our economy. Jobs must be provided for the millions of our boys in service. Industrial production must be continued and markets for the products made available. Public works must be considered on the basis of their economic justification and benefit.

Highway construction fits into this picture perfectly. One thing in particular to be remembered is that the dangers of overproduction do not apply to the highway industry in an economic sense. The above approval given by the Public Roads Administration is a significant indication of the policy to be pursued.

## A Real Blackout

Some of you may have heard this story before but it is still worth a laugh. It seems that during the first blackout in Trenton, Air Raid Warden Muir was patrolling a section near his home. Not a light was visible in the neighborhood. It seemed that cooperation was complete and Alex sighed with pardonable pride as he picked his way along in the murky darkness. As he approached his own home he paused to listen to the voice of the President coming from the family radio. Then an idea seized him—the radio dial light. Could that be seen?

Cautiously he mounted the porch steps and peered in the window. Sure enough, there in one corner of the room was a faint glow. True, it was not visible from the street, but then this was supposed to be a blackout and his instructions read, "All lights out."

With a reassuring look at his armchair, Alex ordered his wife to turn off the radio. Imagine his surprise when this simple request was met by an emphatic refusal. Alex threatened. Mrs. Muir remained adamant. President Roosevelt talked on and the dial light continued to glow. In a situation such as this there was only one thing for a good Warden to do—REPORT THE VIOLATION. That is just what Alex did.

P. S. No official action was taken by headquarters.

## A Little Widmann Arrives

Bill Widmann, Electrical Division foreman, received congratulations recently upon the arrival of a brand new baby boy in the Widmann home. Mother and baby are both doing fine.

sued by the Federal Government to take up the slack after the war effort impetus suddenly ends. New Jersey is the threshold of our country and the theater of a volume of highway transportation without precedent throughout the history of the world. We have seen the highway metamorphosis take place in all its startling stages. We have seen the motor vehicle far outstrip the highway facilities that have been provided to accommodate it.

On the basis of these considerations New Jersey will be ripe for large scale highway development. Route 10, and perhaps the Boston-Washington Highway in its entirety stand out as pre-war post-war public work. Other major projects in our metropolitan areas, such as Route 10 through Hudson and Essex Counties, the further improvement of Route 25 through Newark, Route 26A, including the Bridge Street Bridge between Newark and Harrison, the proposed connection from Route 26 at the western end of the Pulaski Skyway in Newark to Route 10 and Route 3 approaching the Lincoln Tunnel, the completion of Route S3 and Route 3 to provide a modern artery to the Lincoln Tunnel from the west and north-west, the completion of other gaps in the highway network in that section, and major treatment to improve the approaches to the Delaware River Bridge at Camden, are also urgently needed improvements which offer desirable post-war public work.

However, a great amount of planning and preparation will need be completed in advance if we are to be in a position to proceed without delay in order to accomplish the desired results at the proper time. Many may consider such a program in the realm of dreams, but history proves that out of the dreams of yesterday came the realities of today.

A progressive economic front in these United States after the war, with the enjoyment of full employment for everyone will play no small part in the determination of the future path of world events. An intelligent highway policy may lead the way.

THOS. STEPHAN

## Still on the Job



Jack Whitlock, who drove these trucks in the last war, can still move them along.

At Fernwood Garage there are forty veterans of World War 1 who are still on the job and "rarin' to go" again. While they are a little old and far too slow for active duty in the present emergency, they are nevertheless a tough lot and still capable of doing a fair day's work.

We refer to the old 1917 Mack trucks which the Highway uses for snow removal. They are a hardy lot and although their aged joints creak and they puff pretty hard, they can still roll along at a good ten miles an hour.

Winter storms or summer heat seem to have little effect on these veterans as they stand side by side in as pretty a line as was ever maintained by the boys they carried in the last war.

Scorning such new-fangled ideas as electric headlights, they cling steadfastly to their old acetylene tanks and gas lamps. And modern pneumatic tires—well, they may be alright for the present generation. But for them—solid tires are a part of their rugged inheritance.

## FAREWELL GATHERING



Members of the Bridge Division pose for photo with Lieutenant Commander Hunter. From left to right they are: Frank Wilson, Harry Lefferson, Juan Delgado, Clinton Bissell, Jack Evans, Highland Borch, Arthur Lichtenberg, Commander Hunter, Wilber Spencer, Bob Simon, Ralph Titsworth, Lawrence

## Hunter Commissioned In Naval Engineers

Members of the office force of the Bridge Division tendered a testimonial dinner to W. Fred Hunter at the Yards Country Club on August 21, on the occasion of his commission as Lieutenant Commander in the Engineer Corps of the U. S. Navy. L. C. Petersen acted as Toastmaster, and Morris Goodkind paid high tribute to Fred Hunter. Other program features consisted of the award of a testimonial scroll by A. J. Lichtenberg, a humorous award by Geo. A. Heffernan consisting of a medal for cheerful giving, two plastic bottles and a compass, and vocal selections by the Bridge Quartette, J. F. Evans, D. R. Lawrie, Geo. A. Heffernan and W. H. Spencer, and the presentation of two traveling bags to Mr. Hunter by the Toastmaster. Mr. Hunter in a brief response expressed his appreciation for the cordiality shown him throughout his tenure in the department, and determining the future path of world events. An intelligent highway policy may lead the way.

THOS. STEPHAN

## With the Ladies

Leah Matthews

Mrs. Lucille Jingoli, nee Pieslak, formerly of Compensation and Claims and more recently attached to the Administration Office, has left to join her husband who is stationed with the Army at Miami Beach, Florida.

Miss Edna Mae Durkee of the Accounting Division, who was married in July to Basil Bodge is another who has left the Highway to join her soldier husband. The destination in this case was Camp DuPont, Maryland.

THE HIGHWAY joins the Bridge Division in welcoming back Stae Schnorbus who has been confined to his home recently with a sprained ankle. While still not sufficiently recovered to resume juggling, Stae is making up for lost time at the typewriter.

Minnie Pollak, recent blues singer, has been promoted to the position of Army this month is now stationed at nearby Burlington with the 717th M. P. Battalion. Incidentally the M. P. does not stand for Minnie Pollak.

Sincere sympathies to Theresa Gasser and Kathryn Laughry. They recently lost their step-father.

## A Letter from the Ten Year Club

Dear Mr. Connett:

At a recent meeting of the Welfare Committee of the Ten Year Club of the Department, the writer presented a report on the interview granted by you to me as Chairman of the above committee. After a thorough discussion of the various topics brought up, the Welfare Committee decided that actions on your part, as well as Commissioner Miller, have already proven beneficial to the employees of the Department. Actions that received very favorable comment by the Committee were as follows:

1. Your personal desire to meet any individual employee who might have a grievance, or suggestion to make for the welfare of the Department.
2. Your efforts to eliminate salary inequalities.
3. Recognition of the importance of improving departmental morale.
4. Removal of the unnecessary Special Highway Investigators.

In view of the above actions, the Committee felt that the welfare of the employees of the Department was uppermost in your mind, and that its functions in the future could be safely confined purely to the removal of club activities.

Very truly yours,  
ABRAM E. WATOV,  
Chairman, Welfare Committee.  
Approved: Christopher Kueker, President.

## Sitting Pretty Now

Archie Perrine of Hightstown, one of the real oldtimers in Fred Yannut's maintenance gang, for many years looked with envy on the job of truck driver. Archie recently was assigned to drive the gang's truck, thus realizing a long cherished ambition. Keep her rolling Archie.

## Lieut. John Hulse Honored by Friends

The associates and friends of Lieut. John H. Hulse, U. S. Army, formerly of the Cranbury Office, Survey and Plans Division, held a dinner in his honor at "Squaw Inn", Manasquan, N. J., on Friday evening, August 21. Since his induction into the U. S. Army, Lieut. Hulse has been in command of a large force of constabulary men of the Replacement Battalion in training at Camp Bragg, Norfolk, Va.

Now that the men have been trained and conditioned, Lieut. Hulse expects to command a company, to be incorporated in a Task Force, to be used when and where necessary, in the very near future.

Lieut. Hulse, who has been in high esteem by all who know him, was presented with a Warlike Desk Clock. The presentation was made by a boyhood friend, Samuel E. Bullock and his former associates in the Highway, John W. Evans acted as Toastmaster.

The following Highwaymen attended:

Samuel E. Bullock, George W. Conover, Joseph Cunningham, Roland Erb, John W. Evans, Paul Geisler, James Hill, David L. Howell, William J. Hudnut, William W. Hunt, George Jorgensen, Virgil Markle, William Reins, Paul C. Serrin, Carl Slemmer, John Summers, William H. Voorhes, Wilfred Watson.

Other friends who were not able to attend participated in the ANCHORS AWEIGH and BOY VOYAGE JOHN!!!

## Maintenance Notes

Foreman Ralph Evans has a seventeen year old son, John, at the Newport Naval Training Station. Patrolman "Rube" Garretson has two sons in the Army. Alden, a former Highway employee in the Engineering Corps and Frank, the younger son, is at the Miami Beach, Florida.

We extend to Foreman Amos Holt, whose brother was recently killed in an auto accident, our deepest sympathies.

Luther Hearon reports two brothers in the service. One in the Canal Zone.

The son of Lou Dicks, foreman in the Millville area, is a corporal and is stationed near Seattle, Washington.

The daughter of Frank Dillasi was operated for appendicitis last week. Frank, himself is still recuperating from a throat operation.

Bob Moore's son Bob, Jr., is in Hawaii with the Army and Sam Wirt's son is in the Navy. Bob and Sam work on Routes 44 and 48 respectively.

Jimmy LaBance, of Art Willmott's gang has been unable to work since his injury due to illness. To this veteran employee who has worked with the Maintenance Division for over twenty-three years, and who is well known as a member of the 10 Year Club, THE HIGHWAY extends every wish for a speedy recovery. The Department needs men like Jimmy.

## Real Estate Corn Roast

On the evening of August 6th, the boys and the Real Estate Division and their guests gathered at the summer bungalow of Velt Sams for their annual outing. Amid a setting pastoral beauty, roast corn, hot dogs and beer the gang set out to enjoy themselves. According to sources, usually reliable, they succeeded in a big way.

Among those who attended were Ray Callahan, Bill Haney, Tony Esposito, Milt Swackhamer, Dick Snyder, Otto Seggel, Charlie Levine, Ed Drake, Jim Ireton, Kirk Schanek, Vince Rebbeck, Grover Brown, John West, Jim Kondas and Elmer Sabochy.

Ray Callahan and John Watt had little difficulty in winning the corn roast, which were the sporting highlight of the corn roast.

## Congratulations

Mr. and Mrs. Martin V. Tolbert recently announced the birth of a daughter. Nancy. Mr. Tolbert is associated with the Pleasantville office.

# THE HIGHWAY

VOLUME 1 - NO. 3

TRENTON, NEW JERSEY

SEPTEMBER, 1942

## Logan Resigns As Chief Engineer

### Plans to Enter War Work

In a letter to Commissioner Miller, dated September 28th, Mr. James Logan tendered his resignation as State Highway Engineer. In expressing his desire to terminate his connections with the Department, Mr. Logan said that he desired to accept an opportunity to associate in war effort engineering.

Mr. Logan, who has been in high esteem by all who know him, was presented with a Warlike Desk Clock. The presentation was made by a boyhood friend, Samuel E. Bullock and his former associates in the Highway, John W. Evans acted as Toastmaster.

The following Highwaymen attended:

Samuel E. Bullock, George W. Conover, Joseph Cunningham, Roland Erb, John W. Evans, Paul Geisler, James Hill, David L. Howell, William J. Hudnut, William W. Hunt, George Jorgensen, Virgil Markle, William Reins, Paul C. Serrin, Carl Slemmer, John Summers, William H. Voorhes, Wilfred Watson.

Other friends who were not able to attend participated in the ANCHORS AWEIGH and BOY VOYAGE JOHN!!!

Mr. Logan first came to the Highway Department in March 1934 at which time he was appointed Assistant State Highway Engineer, succeeding Colonel H. W. Hudson in that capacity. Following the resignation of Major William Sloan, Mr. Logan was appointed to fill the vacancy, thus created, for a term of four years dating from July 1st, 1937.

Upon the completion of this term of office, former State Highway Commissioner E. Donald Stae, reappointed Mr. Logan in July 1941, for an additional four years. Recently he had applied for a two month's vacation and it was during this period that Mr. C. F. Redwell, Construction Engineer was appointed as Acting State Highway Engineer.

"The Highway" wishes Mr. Logan the best of luck in his new work.

Mr. Logan first came to the Highway Department in March 1934 at which time he was appointed Assistant State Highway Engineer, succeeding Colonel H. W. Hudson in that capacity. Following the resignation of Major William Sloan, Mr. Logan was appointed to fill the vacancy, thus created, for a term of four years dating from July 1st, 1937.

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## War Speed Limit Set At 35 Miles

As a means of further conserving gasoline and rubber, Governor Edison has proclaimed that the maximum speed at which any motor vehicle may be driven on the highways of New Jersey shall be 35 miles per hour. The proclamation further states that in any zones where a lesser speed limit is now in force, the lower speed limit shall be enforced.

Since this new speed limit is a move to conserve vital war materials for a united war against aggression, it becomes the patriotic duty of every citizen to observe it. Violation of this speed limit today practically amounts to subversive activity.

Especially is it imperative that all drivers of State Highway motor vehicles set an example for other motorists to follow. Not only are the penalties for violation of this proclamation severe, but it should be the desire of all Highway employees to further aid our contribution to the war effort by when riding in department vehicles but when driving their own. The fact that a great many cars will be traveled is a good reason for starting earlier. It is no longer an excuse for driving faster.

## N. J. Highway Traffic Greatly Reduced

Gasoline rationing has greatly reduced the volume of traffic on New Jersey state highways according to a survey recently completed by the traffic bureau of the Electrical Division. To determine the actual reduction of this traffic, enumerators under the direction of I. J. Friedman obtained traffic volumes at such heavily traveled points as the George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Phillipsburg bridges, Philadelphia-Camden bridges, Trenton bridges, Pennsville Ferry and the Route 25 Circle at Camden.

These points were chosen because a similar study had been made in 1941 on the corresponding week-end (the fifth week-end in August) at the same locations. Fortunately for the comparative value of the surveys, clear weather was recorded on each occasion.

Tabulations for the two-day period revealed that the total number of vehicles passing these points was actually 37.5 per cent less than in 1941. The exact count was 340,503 for 1942 against 547,701 last year. The greatest decrease was recorded at the Pennsville Ferry where the total was only 6,891, a drop of 67 per cent from the 21,070 reported on the 1941 survey.

The Lincoln Tunnel traffic showed the smallest decrease. At this location the drop was only 13 per cent. At nearby Holland Tunnel the number of vehicles counted was 36 per cent less last year.

The complete survey follows:

	1941	1942
George Washington Bridge	95,930	58,298
Lincoln Tunnel	23,726	20,590
Holland Tunnel	107,787	69,162
Phillipsburg Bridges	77,182	47,350
Trenton Bridges	74,466	37,226
Route 25 Circle, Camden	33,714	20,741
Camden Bridge	113,826	80,315
Pennsville Ferry	21,070	6,891
Totals	547,701	340,503

# Manpower Will Win

WE NOW HAVE OUR CHANCE TO SERVE

WE ARE AT WAR!

The problem of manpower is one of the primary problems of our nation at war. In modern mechanized warfare it has been estimated that we need seventeen men at home to supply each soldier at the front. An army of 5,000,000 would require 85,000,000 workers. Today we have 57,500,000 persons gainfully employed in the United States which is more than ever before in our entire history. We are still desperately in need of manpower and will be in greater need if we raise an army of 10,000,000.

During the past nine months there has been a steady drain on the manpower of the Highway Department through the operation of Selective Service. Many of our engineering force have taken Commissions in the Army. In all, some 268 are now in the armed service. There has also been a slow but steady drain through men leaving to take more lucrative positions in war industries. Still another group of technicians have been receiving leaves of absence to become civilian employees of the War and Navy Departments. A total of 413 have left in nine months. The Department has been quite liberal in releasing its men who are valuable to the war effort, for winning the war is the first obligation of every citizen and public official.

We are rapidly approaching the point in several divisions where our loss of men will impose an ever-increasing burden on those who remain on their jobs in the Highway Department. Efforts to fill many of the vacated positions are not always successful, and they will become increasingly less successful. That means that the men and women who remain on the job will have to close their ranks and work a good deal harder than in normal times. Elmer Davis of the Office of War Information says we as a people are only "ankle deep in the war."

The obligation on the part of each one of us to work harder, then, should not be a cause for complaint or self-pity; it should be considered rather as a welcome opportunity to participate in the all-out effort to win the war. Stepped-up efforts and overtime when necessary are very minor hardships when compared to the work which our soldiers, sailors and marines are called upon to do. Watching the clock has little place when the world is aflame! The State's business is not "business as usual." The men at Bataan or the Solomons did not get paid for fighting overtime. They know that they are in the war and must help to win it. Let us realize that we are in the war and must win it—with a smile on our faces, and a cheerful word to our fellow workers. The time has passed for figuring our woes on a normal basis. WE ARE AT WAR!

SPENCER MILLER, JR.,  
Commissioner.

## Walsh Promoted Assigned Special Duty

Second Lieutenant Edmund C. Walsh, Jr., native of Summit, N. J., recently was promoted to the rank of First Lieutenant in the Army Air Force at Westover Field, near Springfield, Mass., where he has charge of the War Bond campaign among civilian employees at the Air Base.

The former New Jersey Highway Department construction inspector is working hard to win the Treasury Department's "Minuteman" flag for Westover Field by obtaining 90 percent of its civilian employees to pledge ten percent of their salaries for war bonds. He reports that his hopes of "going over the top" in this drive have excellent chances of fulfillment through the splendid cooperation of the base's civilian workers.

Lieutenant Walsh is a graduate of the Summit, N. J., public schools and Rutgers University, class of 1936, with a degree in civil engineering. He is a member of the ROTC training and a member of the Infantry Reserves during the 1932. After attending the Special Services School at Ft.



George G. Meade, Maryland, he began his current tour of duty at Westover, March 23, 1942.

Besides his war bond campaign duties, Lt. Walsh is Officer's Club Officer at the Air Base.

He is married to the former Miss E. Mildred Van der Hoef, who now lives at their home, 800 Springfield Avenue, Summit, N. J., with his parents, Mr. and Mrs. E. C. Walsh.

## Steel Shortage Problem Overcome At Bayonne

Excellent progress has been accomplished by the contractors on the Bayonne Access Road in spite of many difficulties which have occurred, particularly with respect to obtaining certain critical materials.

For instance, on this project it developed that the contractors could not obtain the structural steel of the bridge over the Central Railroad of New Jersey and Lehigh Valley Railroad under the Preference Rating of A-1-E which the War Production Board had applied to the project. Our efforts to obtain a higher priority rating were met with the requirement that spans of timber be employed. Such a type of construction was, of course, objectionable, and particularly so to the railroad companies involved. Furthermore, there was no assurance that the necessary timbers and fittings could be promptly secured by the contractors to carry out that plan as those materials are also on the critical list. However, in the discussion around a timber design was perfected — just in case. In the meantime we continued our efforts to obtain a higher preference rating, it being our understanding that a rating of A-1-A would be sufficient to obtain structural steel. Commissioner Miller went to Washington and endeavored to persuade the War Production Board of the essential nature of the project and the critical need for the structural steel. He was successful in obtaining a Preference Rating of A-1-A for enough steel to span the main lines of the railroad with the idea of building the spans of lesser significance of timber.

Although a design was developed to accomplish this plan, our versatile Bridge Division conceived the better idea of utilizing the steel beams we were supposed to get under the A-1-A Preference Rating as form supports for a reinforced concrete design to be constructed instead of the timber spans. The steel beams were to be removed after these spans had been placed and then used for constructing the spans over the main tracks of the railroad. This would entirely eliminate timber construction. The development of this idea was well along when — bang!!! — the steel mills advised our contractors that the A-1-A Preference Rating was no longer good enough to permit them to produce the steel beams. In other words, in the interim of time required to get the increased rating the steel situation had become even more critical and steel could not be furnished by the mills below a rating of AA2 or AA3.

Our men had not been idle, however. In their searches of second-hand yards certain second-hand steel beams had been observed which inquiry developed were still available. Also, we learned that certain steel beams were to be dismantling of an industrial plant in North Jersey. We immediately had our contractors tie up this material and developed a new design to fit it. Red tape and technicalities were rather ruthlessly ignored in per endeavoring to speedily consummate the necessary understandings and formalities with the Federal Government as well as with our contractors in connection with the change in plans and prices involved. This bridge is now well along to completion and will represent a permanent structure of steel and concrete due the diligence of our Bridge Division and the efforts of all involved.

Thos. Stephan.







## Fernwood Fire Fighters

### Efficient Unit Protects State Highway Garage

Incendiary bombs hold no terror for Fernwood. Neither do fires starting from more common origins. A capable squad of men with modern equipment will be ready if and when the emergency arises. Known as the Fire Patrol, this group, under the leadership of Bob Martin, well-known in volunteer fire-fighting circles, is composed of Joe Murray, Bill Weber, Harry Buscher, Louis Virok, Joe Mizzur, Angelo De Blasio, Eddie MacCabe, Harvey Butterfoss, Carl Leser, Al Kanei, Tim Brennan, George Kutch, Ray Tatum, Frank Perry and Andy Foster.

A converted truck, painted a bright red and equipped with ladder, fire axes, hose and other fire-fighting equipment is used to take the boys from one end of the yard to the other in almost nothing flat. They can be assembled at the scene of any emergency, within the yard limits, in three minutes after the alarm has sounded. To maintain squad efficiency, a fire drill is held every week as well as a complete inspection of all pieces of equipment used.



Six fire plugs stud the grounds, four of which have been housed in red buildings in which the necessary hose for each plug is stored. The pressure from these plugs is sufficient to throw a long stream of water without auxiliary pumping. Since the hose in each house remains attached to the fire plugs, much time can be saved in making the connection.

The precautionary work does not stop here however. Throughout the buildings modern carbon tetrachloride extinguishers have been placed in glass cases where they can be reached at a moment's notice. To handle incendiary bombs in addition to the above equipment, steel barrels and long handled shovels have been placed in the main shop and all out-buildings. Harry Buscher and Bill Weber are in charge of the air raid precaution work.



Inasmuch as the air raid warning sirens of Trenton failed to be heard as far out as Fernwood it was necessary to devise an alarm system for the shop. This matter was solved in an ingenious manner by Willard Emmons who assembled a discarded Chevrolet brake drum and some miscellaneous parts picked up here and there into a powerful siren which can be heard throughout the countryside. This new piece of equipment has been mounted on the roof of the main building and will be used not only for air raids but for fire calls as well.

Recently the Fire Squad sprang into action and a first hand story of their efficiency. It was a well-drilled and capable organization that put on the demonstration. The fire insurance rates at Fernwood must be pretty low.

### Thumbs Up and Cheerio

Word has been received that who are acquainted with Ollie's feelings about the war and his inherent desire to fight at the drop of a hat, feel that no good will come to the enemies that face him.

## THE HIGHWAY

October, 1941

## Maintenance Notes

GENE BECKNER

Jack Stanley's eldest boy, who has been stationed in the Pacific area with an anti-aircraft unit, is back in the U. S. A. for fliers training.

1st Lieutenant George McGee reports night marauders at Clairborne-Louisiana taking hogs and cows.

"Ducky" Drake is home again after a siege at the Lyons Veterans Hospital. Best of luck and back to work soon, "Ducky."

Bill Rackowski who entered the service way back in September 1940, must be in Shanghai. No word has been received for some time. If you happen to see him, Bill, drop a line to the boys in the Maintenance office.

Bill Hagin's gang in Jersey City now has six men in the service. Technical Sergeant Frank Kanei for foreign service; Robert Hale with the Marines somewhere outside of the U. S.; Lieutenant Jerry Mastronardi, a veteran who has seen service in Panama and Hawaii; Fred Natoli of the Air Corps; Louis Manikas, who has just entered the service and Bill Patsy Cardomagno, who for all his four feet, eight inches of height and bald head will make a real soldier.

And while on the subject, let's get something straight once and for all. Ken Craft has been officially rejected by the Army. He took his physical recently at Camden and the medics gave him the old thumbs down.

Next time you happen to be in Maintenance headquarters take a look at Jim Dowling's scrap book of letters from the boys in the service. He's got them from all over the globe.

Bill Fritts of George Fitzner's institutional road gang at Flemington is now convalescing at Glen Gardner. Take it easy Bill, and you'll be back on the job before long.

DeForest Elv, victim of an unfortunate hunting accident which cost him the sight of both eyes last year, is back on the job with Earl Storer's sign-painting crew. He is now employed in the sign shop where he can perform a job of real value by touch. His early return to work of this nature is a credit to the rehabilitation efforts of the Commission for the Blind and to the cooperation of Commissioner Miller.

### Ouch!

J. R. Fleming of Union City, writes that Elgin Mayer must have a lot of TIME on his hands and that when riding through traffic he had better WATCH out. To which we would like to add that this Mayer or may not be true.

## MRS. HOWELL DOING HER PART

Like the little acorn that grew to be a mighty oak, Mae M. Howell, secretary to Frank Young at the Equipment headquarters, started out in a small way to beat the Axis by selling war bonds and stamps. In January, Mae purchased \$27.00 worth of stamps and as these were sold she added to her supply and continued to sell anything from ten cents worth up. In nine months that have passed since she made her first sale, Mrs. Howell has sold a total of \$3,582.00 worth. Her motto is, "Keep the bond sales up to send the Axis down."

## I WORK ON THE HIGHWAY

RANDOLPH LABARRE  
Landscape Division

Yeah, I work on the Highway,  
I weed and I plant and I mow,  
I'm a relief man on a highway plow,  
When the winter winds bring snow.

Yeah, I work on the Highway  
With the Belmar landscape crew,  
My barge is thirteen twenty  
And our gang's a good one too.

Yeah, I work on the Highway,  
For how long I cannot tell,  
I may join the rest of the absentees,  
To give the Axis hell!

Yeah, I work on the Highway,  
And while working there I've found,  
There's a question that's always contagious,  
"When's the pay man coming around?"

## Highway Exhibit Attracts Crowds At N. J. State Fair

The State Highway exhibit at the New Jersey State Fair at Trenton during the week of September 27th to October 3rd proved to be one of the highlights of the New Jersey Building.

The feature of this exhibit was a large model of the proposed Lincoln Tunnel approach roads intersection placed in a setting of evergreens. Above the model, which is fifteen feet square, was a sign reading, "State Highway Construction will play an important role in our post war readjustment. When the victory has been won construction of this type will be vitally needed, not only for increased traffic conditions but as a means of supplying employment."

In addition to the model several of the latest type fluorescent signs were displayed as well as the new 35 mile War Speed signs. The exhibit was spotlighted from several angles to add a most realistic aspect to the roadway.

Chester G. Anderson, Field Assistant of the Electrical Division was in charge of the exhibit which was viewed by approximately 40,000 people during the week.

### Nominate Candidates

The Employees Association of the Equipment Division will hold their annual election at their regular meeting on Tuesday, October 6. The nominating committee have selected the following candidates:

For President: John Glickman and John Mannfield.

For Vice President: Edward Toole and Earl Douglas.

For Secretary: Charles Mernon and Patsy Rimo.

For Treasurer: Arthur Lutz and John Wain.

Nominating Committee is composed of Robert Brundage, Joseph Henry and James Corby.

### Work While You Sleep

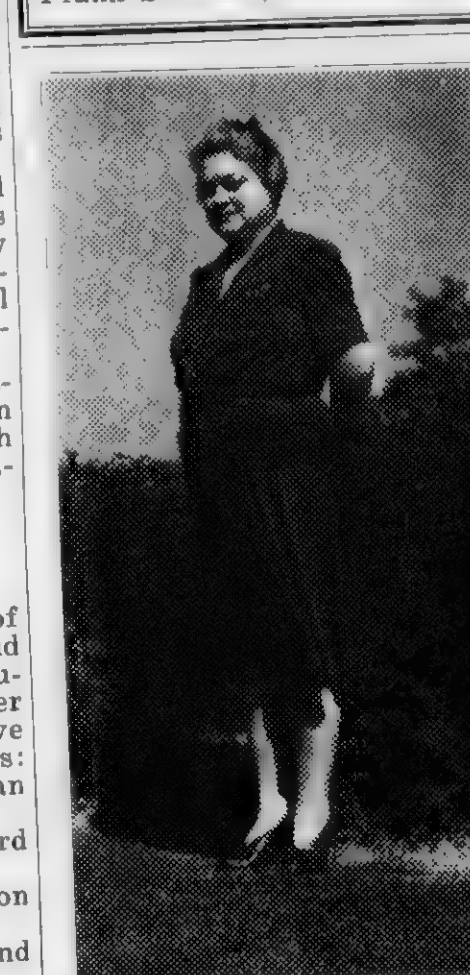
The Dawn Patrol consisting of Reg Bowen, Carl Raymond, Charlie Stecker and Fred Quinn have recently returned from vacation following a ten week's night work shift during which they traveled throughout New Jersey making a survey of all State Highway lights. The purpose of the survey was to determine how many of these 100% Highway lights could be eliminated. As a result of ten weeks of sun-dodging they have recommended that 1500 of these lights be turned off for the duration.

### FLASH

Eugene J. Palmer, Chairman of the Ten Year Club announces as we go to press that the Annual Dinner of that organization will be held at the Stacy Trent Hotel in Trenton on the evening of Monday, November 16.

Assisting Palmer with the preparations for this affair will be a Committee composed of:

William Clow, Bridge Div.; Al Hincken, Construction Div.; Bob Martin, Equipment Div.; Bob MacMullin, Projects Div.; Ken Craft, Maintenance Div.; Bill Ryan, Laboratory, and Frank Skillman, Real Estate.



## Quick Thinking By Bridge Tender Averts Tragedy

Four persons are alive today because John M. Willett acted with extreme presence of mind during a recent emergency—because he did exactly the right thing at the right time. Willett is the bridge tender at Chesapeake Creek on Route 35 where he has been employed for the past thirty-four years. On Sunday, September 27th he was on the job as usual raising and lowering the bridge for the small river craft to pass through.



It was at 10:20 on this rainy morning that he once more stopped traffic and started to raise the span in response to the signal from an outgoing boat. When the leaves of the bascule had raised to an angle of approximately thirty degrees Willett heard the motor of a speeding car. He glanced around and saw a sedan watched the driver skirt around the halted traffic at the south end of the bridge and started up the incline of the raised leaf toward the opening at the center, which by this time was ten to twelve feet across.

Realizing that tragedy was staring him in the face, Willett with one motion threw his controls into reverse and applied the heavy bridge brakes. The suddenness of this load was too much for the fuses which blew immediately. But the quick action prevented the bridge from opening further. In the meantime the sedan sped up the incline of the roadway, partially jumped the center opening and came to rest with its rear wheels on one leaf and its front bumper on the other. Thirty feet below swirled the deep waters of the channel.

Calling to the occupants of the car to remain as quiet as possible, Willett summoned help. With the aid of long planks which were placed across the opening, it was possible to remove the four occupants of the car without further mishap.

In the meantime however a crowd had gathered on the far side of the bridge. Unseen by Willett because of the height to which the span opened, they climbed up the north leaf of the bascule for a closer look. This additional weight was more than the brakes could hold and almost without warning this side of the span came down, plunging the unoccupied car end over end and demolishing it. Miraculously no one was injured when this occurred.

Willett who is seventy-six years old is now witnessing the construction of the third bridge across this waterway. He has seen many accidents in the years he has been on duty but feels that this incident has provided him with his most thrilling moment.

### Cheer Up

If you feel sort of sad when you look at your tires these days—cheer up and take a look at this photograph of a tube recently picked up along the highway by Jack Endes just after it was thrown from the wheel of a passing car. We counted twenty-seven patches on it but since some were two and three deep there might have been more. It is too bad that the other half of this tube was not recorded. Some kind of a record would surely have been established.

Washington says we are not really tax-conscious yet. No wonder! No sooner do we begin to come to than we are slugged again.

# THE HIGHWAY

VOLUME 1 — NO. 5

TRENTON, NEW JERSEY

NOVEMBER, 1942

## Ten Year Dinner Scheduled for Mid-November

The twelfth Annual Dinner of the Ten Year Club of the State Highway Department will be held on Monday evening, November 16th at the Stacy Trent Hotel in Trenton. President C. E. Kucker announces that nothing has been left undone to make this affair outstanding. The scheduled hour of starting is 6:30 p. m.

An unprecedented number of veteran employees will be awarded pins by the club in honor of their long and faithful service with the Department. Those who will have this award bestowed upon them for twenty-five years employment are:

### 25 YEARS AWARDS

H. A. Butterfoss, L. F. Hall, A. J. Lichtenberg, A. W. Muir, E. J. Pollock, P. G. Seffrin, H. M. Storer, J. Vollmer Jr., W. W. Voorhes, M. L. Howell, all of Trenton; T. E. Olson, Interlaken; J. J. Hopkins, Jersey City; H. A. Hartman, Milltown; J. W. Miller, Ocean Grove; C. A. Mathews, Pompton Plains; J. S. Neville, Ridgefield; R. J. Pfizinger, Springfield; S. W. Maulbeck, Union City; C. Temperley, Washington; J. J. Newmark, Plainfield.

Mr. C. F. Bedwell, Acting State Highway Engineer will present the 25 year service pins.

Another group of veterans will be presented with 20 year pins by Mr. E. E. Reed, Acting Assistant State Highway Engineer. This group, fifty in number consist of:

### 20 YEAR AWARDS

H. A. Baker, C. Brennan, K. B. Kraft, J. M. Curran, A. J. Decker, R. B. Gage, N. G. Horner, R. Kreps, C. E. Kucker, H. W. Lefferson, M. Leanak, M. Mandl, C. Seales, F. Schroeder, S. Skillman, F. G. Snelaker, P. P. Steen, J. Thiel, G. C. Wheeler, all of Trenton;

W. Reins, Belmar; I. E. Campbell, Bradley Beach; F. J. Gaven, Caldwell; F. J. Shoemaker, Camden; P. J. McCullough, Gloucester; T. B. LaBar, Hackettstown; A. C. City, Hightstown; L. M. Black, Hopewell; W. Crawford, Jersey City; F. Compton, Mauricestown; M. Rados, Midland Park; N. B. Sanwald, Midland Park; C. S. Coulter, Millville; C. E. Vanderhoof, Millville; J. E. Fallon, Moorestown;

Monmouth Jet; H. E. Cudney Jr., Morristown; M. P. Brower, Morristown; W. A. Kays, Mountain Lakes; G. H. Conner, Newark; M. McKenna, Newark; M. Goodkind, New Brunswick; F. P. Stellwag, No. Arlington; J. H. Gereske, Oaklyn; H. F. Koons, Perth Amboy; A. E. Lee, Pompton Plains; A. Fischetti, Raritan; W. S. Brown, Riverdale; R. Snelaker, Rocky Hill; R. J. Ayars, Shiloh; E. F. Youmans, Toms River.

The annual election of officers will be held immediately prior to the dinner itself with returns announced during the evening. The slate agreed upon by the Nominating Committee are: for President, E. J. Palmer; 1st Vice-President, W. H. Spencer; 2nd Vice-President, J. F. Hunt; 3rd Vice-President, R. G. Martin; Secretary, R. A. Callahan; Asst. Secretary, R. B. Snyder; Financial Secretary, J. B. Walter; Treasurer, Clyde Case.

In addition to the above a space is provided on the ballot for personal choice. Voting will also take place on the following candidates for membership:

E. J. Baumann, Lab.; Thos. Fischetti, Maint.; R. Goldy, Elec.; R. A. Harris, Lab.; J. H. Horn, Maint.; Morris Maint.; M. Ludasy, Bridge; T. V. MacDougall, R. E.; W. F. Miller, Maint.; L. A. Stryker, Const.

In the absence of Commissioner Miller who will be unable to attend this affair, Mr. E. V. Connett, Assistant to the Commissioner of the evening.

The retiring officers who have been carried on the traditions of the Ten Year Club during 1942 are (Continued on Page 3)

## The State and Its Civil Servants

Last July, Governor Charles Edison appointed a Committee on State-Employee Relations composed of Justice Harry Heher, Senator Haydn Proctor, Assemblyman Jacob S. Glickenhous, Dr. Charles P. Messick, State Mediator Dr. William L. Nunn and Commissioner Spencer Miller, Jr., who were requested "to study and recommend a fundamental policy in the relations between the State and its civil servants." This Committee, after a series of public hearings in the Assembly Chamber, prepared and presented majority and minority reports to the Governor, who in turn has made these documents public.

An effort to set forth a fundamental policy between the State and its 16,000 employees would be important in normal times; it has a special importance in the midst of the war crisis. The majority report makes a series of six declaratory statements concerning the rights and duties of State employees, and the obligation of the State toward its employees. Upon these broad outlines of policy both the majority and minority report agree. These declaratory statements of public policy are as follows:

"The merit system, as embodied with Civil Service law, should remain inviolate."

"The right of self-organization is indisputable."

"The public interest is paramount."

"The right of 'collective bargaining' is necessarily limited by the nature of the relationship existing between the State and its employees."

"The principle of the closed shop is incompatible with any sound policy of labor relations in the government service."

"The obligation of the State to provide for the orderly adjustment of personnel problems is fundamental."

The principle of association as set forth in this report is the principle of voluntary association. State employees have the right to associate or not as they desire; their is full freedom of choice. Such a right of association is at once a moral as well as a legal right.

Where State employees do decide freely to associate together, they are under the clearly defined limitations of Government service. The exercise of the right to strike or the establishment of the closed shop in Government service is certainly contrary to public policy. The State, on the other hand, is under a most definite obligation to provide orderly machinery for the adjustment of personnel problems. For the State to do less would be an injustice to these employees who have made Government service a career; to restrict employment in the State service would be violative of the competitive principle in such service. The State Highway Department has in the past six months evolved a well defined personnel policy which is working to the apparent satisfaction of all. It deserves the cordial cooperation of all the employees in the Department.

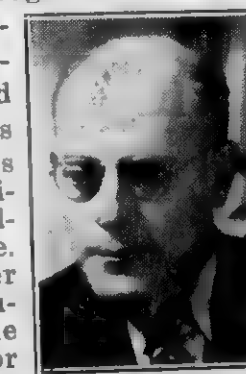
SPENCER MILLER, JR.  
Commissioner.

## Highway Men Spot Aircraft For U. S. Army

The next time you spend a wintry night in front of your fireplace give a thought to a group of fellow employees of the Highway who spend lonely hours spotting planes as their contribution to Civilian Defense.

Working under the direct supervision of the Intercept Command, these fellows are an important link in this nation's defense mechanism and upon the accuracy of their spotting much depends.

L. F. (Lew) Hall with the title of Assistant Chief Observer heads this Highway contingent which is



L. F. HALL

made up of James E. Kersey, Day Lieutenant; John Madden; H. E. Phillips; Stacy Fine; Milton Swackhamer; Arthur Stetser; Velt Sams and Charles Hurley. Before they left for service in the Armed Forces D. R. Lawshe, W. E. Osborne and Oliver Doll were members of this group which works the Harbortown tower.

Recently a new observation post was completed for the use of these observers. The funds needed for the construction were raised by voluntary contributions and on Sunday, October 25th at an impressive ceremony, this building which cost \$2500, was presented to the United States Army for the duration.

Lew Hall is most anxious that anyone who is willing to give a portion of their time to this work contact him at the Trenton office. He says that many more men are needed.

### ELECTED PRESIDENT

Congratulations are extended to Robert G. Blanchard of the Upper Montclair Office on his election as President of the Newark Chapter of the N. J. State Highway Engineering Association.

## Highway Engineer Bombing Axis Now

Member of Crew That Sank Jap Submarine

1st Lieutenant Edward L. Forrest, formerly attached to the Cranbury and Flemington offices of Survey and Plans, is now assigned to the Bomber Command in England as a Navigator of a Flying Fortress. In recent weeks



he has been in the thick of the fighting over Northern France and Germany.

Before going to England, Lieutenant Forrest, who enlisted in the Air Force in October 1941 had an interesting career. He came to the Department in 1939 as a chairman, attended evening classes at Drexel Institute and passed the Junior Civil Engineer examination shortly thereafter.

Upon entering the service Forrest was sent to Maxwell Field, Montgomery, Alabama for basic training. It was while stationed at this base that he arranged with the Civil Service Commission to take an examination for Assistant Civil Engineer. As a result of this test he was recently promoted to this higher grade.

Last January Lieutenant Forrest was transferred to the Navigation School at Sacramento, California where he entered intensive training in navigation. On April 1st he graduated from this course with the grade of 2nd Lieutenant and earned his wings. Immediately he transferred to Gieger Field, Spokane, Washington and received assignment as Navigator on a B17-E Flying Fortress.

During the next three months his squadron patrolled the West Coast and Aleutian Island areas and it was on one of these routine flights that the Fortress which Forrest was navigating sighted a Jap submarine. In no time the crew of this plane blasted the raider to pieces with depth bombs.

Coming east in July, Eddie was given a berth on a new type B17-F Flying Fortress. In August he was promoted to 1st Lieutenant and sent to England with his squadron where he is at present making his destructive daylight raids of military and industrial objectives in Northern France and Germany. The Highway Department is mighty proud of Lieutenant Eddie Forrest and to a man we wish him Good Luck—Happy Landings—and a SAFE RETURN.

### Three Sons In Service

Hats off to Raffale Sansone of Landscape. This stalwart citizen who came to America and took out his first papers in 1901 has three sons serving in the army. Corporal John Sansone is in the Field Artillery and Sergeant Frank Sansone is in the Air Corps. The third son was recently inducted.







## Devereux an Authority On Big Game Fishing

Whenever you find an outstanding performer you can put him down as a man who would rather talk about almost anything than the subject in which he excels. And so it was when we approached Frank Devereux of the Fernwood Garage for the purpose of getting this article for THE HIGHWAY.

One of the older employees in the Equipment Division from the standpoint of service, Frank really knows his fish and has made quite an enviable reputation among anglers for the size of the tunas he has caught.



Born at Ocean Beach, New Jersey, a town that changed its name to Belmar shortly thereafter, it was natural that he should have fished for as long back as he cares to remember. It was not until 1926, however, that the lure of big game fishing finally caught up with him. Yielding to the desire to hook into a big one, Frank fished outside that summer and was rewarded by landing a 100 pound tuna and a 350 pound Mako shark.

Frank had been hearing stories of giant tuna that lurked off the coasts of Maine and Nova Scotia and each year the desire to try his hand at this masters' game became stronger. Finally in 1940 he yielded to his desires and started for Bailey's Island, Maine, with enough equipment to furnish a sporting goods store. (Big game fishermen must have plenty of spare parts, such as extra rods, reels, etc.) While Devereux won no prizes that first year he had plenty of excitement and felt more than satisfied with the 500 pound tuna he landed.



In 1941 we find Frank back at Bailey's Island in quest of more big ones. This was to be his lucky year, for on the very first day, he caught (these big game fishermen prefer the term killed) a 141 pound halibut, the record for rod and reel. Then followed several days of good fishing weather but few fish. It was not until the end of the week that Devereux's big moment arrived. Then he hooked into his prize winning tuna only to have a series of events almost spoil the show. The anchor rope fouled and Frank had to leave his seat and crawl through a loop in the line. A whale surfaced thirty feet from the boat and spouted. Then a fire started in the galley! Fate seemed determined to deprive him of his fish. But after battling for an hour and forty minutes Devereux brought to the side of the boat a 664 pounder.

For this he was awarded the 3rd prize in the famous Jacob Ruppert Contest at a banquet in New York. Quite an honor in itself but only part of the fame that has come to this outstanding fisherman.

This year Frank made what perhaps will be his last pilgrimage to Maine for the duration. While he failed to equal his feat of the year before, he had the pleasure of landing two tunas, each of which weighed over 500 pounds. Not exactly sardines, even in that neck of the woods.

## THE HIGHWAY

TO THE LADIES

LEAH MATTHEWS

Congratulations to Mrs. Joseph Kanyuh, better known to us as Stae Schnorbus of our Bridge Division. Stae became the bride of Joseph Kanyuh on October 4. A shower was given for Stae on Monday, November 2, by her many friends in the Department. Good Luck, Stae.

Mary J. Filippini of Survey and Plans recently announced her engagement to Staff Sergeant Joseph Mangine, now located at Camp Atterbury, Indiana. The Best Luck to you, Mary.

Best wishes to Anne Shen Manton who has been ill for the past few weeks. Anne is now at home recuperating and is feeling much improved.

Helen Coffey also has been ill for the past month. Helen, too, is at home recuperating. We hope both of you will soon be in perfect health and back with us soon.

Alice Carrell and Florence Millerick were among the graduates of the Advanced First Aid Class this month, this class having been organized by Kitty Laughry. We feel that much credit should be given to all of the girls of the Department who have heretofore, and are still, giving much of their time to the Red Cross and other war work.

Connie Elston, son of Eleanor R. Elston, Maintenance, enlisted in the Coast Guard some months ago and is now stationed at Chicago. Just the other day, his mother announced a longer enlistment—his marriage to Miss Ruth Smock of White Horse.

The Gene Beckners are receiving congratulations on the birth of a daughter, Lavinia Anne, on October 15. Mrs. Beckner will be remembered as Lavinia Goodwin who was with our Auditing and Accounting Division for several years.

## Bridge Div. Club Elects Officers At Annual Dinner

The Bridge Division Club held its annual dinner and election of officers at the Cranbury Inn on October 26. It seems that we no longer complete a story on this active organization than they come up with something new and different. This time the affair fairly sparkled with innovations. Besides the election of officers, a true or false contest was staged between chosen groups from the office and field forces, a pledge was made to invest 10% of all salaries in war bonds and a forum conducted on the question "What can we do individually or collectively as engineers to advance the war effort." Prizes in the form of war stamps were awarded to successful contestants.

The true or false competition was won by the office representatives with Charlie Fox and Ralph Tinsworth finishing one two in the finals. George Heffernan acted as master of ceremonies for this event.

It was a different story however in the forum. Here the honors went to the field men, Jack Sheenan being judged best. Second place went to V. E. "Duke" Williams while Arthur Stetor of the office came in third. The judges in the forum were Curtis Weller and Ralph Tinsworth.

A tally of the ballots cast showed that the officers for the coming year were President, A. J. Lichtenberg; 1st Vice Pres., Patrick McCullough; 2nd Vice Pres., Hedini; Secretary, George Heffernan and Treasurer, Wilbur Spencer. A decorative scroll was presented to Rankin as a mark of the Club's appreciation of his fine leadership during the past year.

The early evening activities were held to a close by State Police Sergeant John Conover who spoke of the war work being done on by the troopers. Sergeant Carr he reports: "I am in good health and enjoying life to the utmost; can make a 12 mile hike in my outfit anytime but when with my outfit anytime but when I come to 18 and 20 I am ticked. My feet just won't last that far. Guess I'll have to get them re-soled. Please give my regards to all."

## Meet the Gang

Starting with this issue and continuing indefinitely, THE HIGHWAY will endeavor to present to its readers a different gang each month. The men who compose these various gangs are in many ways the backbone of the Highway Department and many of them are among the oldest employees we have.

For our first presentation we give you the gang of Foremen. Herbert B. Wood which works out of New Brunswick on Route 26 from Kingston to Metuchen and on Route 26 from Adams Station to Kingston Road. This gang does not feature many of the oldtimers but the average age of their employment is over 7 years. Peter Duels who came to the Department in 1926 is the veteran of the group.



Reading from left to right, standing are: John Bango, Frank Ciancia, Tony Luizza, August D'Orizio, Louis Rusciano, Frank V. Cantu, George Wright, Peter Duels, Frank Rossi, Herbert Wood, Joseph Knudsen, Joseph Barbara, Fred D'Ancona, Raymond Orpin, Joseph Chabichien, Fred Moutz who took this photo and Orpin are the truck drivers for the gang while Luizza acts as general operator.

This picture was taken on the occasion of a flag raising on October 6th, at the Maintenance shed. The boys took up a collection and purchased the flag as a reminder that they too are playing a part in this war.

Andrew Tiygar was absent at the time this photo was taken while Moore Herman has been added to the gang since that date.

Best Woods, the Foreman has a son stationed somewhere in the Pacific with an engineering unit, P. F. C. Herbert Wood, Jr. while Fred Moutz has a boy, George Moutz in the same area with the navy.

## MAINTENANCE NOTES

Gene Beckner

Returns from the draft status questionnaires distributed to Maintenance Division employees indicate better than 55% of them are on the shady side of 45. How time does fly! Another discouraging thing is that some of us look a lot older than we feel.

Anybody want to buy a mule? Tony Kuhn opened a letter addressed to the Maintenance Division the other day offering for sale "a young mule, dark in color, and with plenty of grit. . . gentle, but no boy's mule. . . and gasoline situation being what it is, there should be plenty of takers."

Five Rutgers University students were arraigned in South Brunswick Twp. Court the other morning. They became a bit overzealous in their scrap collecting campaign. State Troopers apprehended them in the act of removing a bronze stream marker from a bridge along Route No. 27 near New Brunswick. Investigation disclosed several other highway markers in their car. Said car was of rather ancient vintage, and one of the troopers suggested it a more likely candidate for the scrap heap than the signs. Better get your signs under lock and key, Stogie.

Ed Disbrow, former Supervisor of Institutional Roads and now County Engineer of Hunterdon County, dropped in the office the other day. He looked fine and reports everything in Hunterdon under control.

Our sympathy to George W. Catley, of Foreman Sprengel's forces, whose son, George A. Catley, died October 6th.

Lt. Col. C. V. Dickinson, erstwhile Maintenance Foreman, is now stationed at Camp Livingston, La. with the Field Artillery. In a recent letter to Supervisor John T. Carr he reports: "I am in good health and enjoying life to the utmost; can make a 12 mile hike in my outfit anytime but when with my outfit anytime but when I come to 18 and 20 I am ticked. My feet just won't last that far. Guess I'll have to get them re-soled. Please give my regards to all."

to all my friends in the Department . . .

Wesley Bates, Maintenance Patrolman and duck hunter extraordinaire, is convalescing at the Atlantic Shores Memorial Hospital, Somers Point following a serious operation. Wes has been confined there for over a month now, and we are sure cheerio cards from his friends will be appreciated.

It was with a distinct feeling of loss and deep regret that we learned of the death of Miss Sarah B. Askew, Librarian and Secretary of the Free Public Library Commission. Miss Askew's offices were located next door to those of the Department for many years and she had numerous friends here. Her devotion to her work and her untiring loyalty to the State of New Jersey will long serve as an example for other public employees.

Salvatore Giovannozzi is back on the job after having been laid up for some little time with an injured back.

## Contributes Article

Acting Assistant State Highway Engineer E. E. Reed has contributed an article to "New Jersey Counties," the official publication of the State Association of Freeholders. The title of the article is "State Aid in New Jersey" and it should prove to be a valuable contribution to Commissioner Miller's public relations program.

## South Jersey Highway Association

The South Jersey Highway Association, which has a membership of over 100 highway employees, held a meeting in the Orchard Road Community Hall, Vineland, on Wednesday, October 7th, with several members in attendance. Delicious fried oysters fresh from Delaware Bay provided the "piece de resistance" with all the attendant fixtures, including soda and entertainment was provided by the renowned hypnotist, Professor Gerard M. P. Fitzgibbon. According to Hon. Johnson he succeeded in hypnotizing eight of our hard boiled highway employees at one time. If so, our hats are off to him. Everyone attending had a grand time and a unanimous desire for more like it was expressed.

Paul Petitto of the Equipment Division who has been laid up since April following an accident had quite a scare the other night. Paul had just driven into his garage and as he stepped from the car a masked bandit pushed a gun in his ribs while an accomplice relieved him of his wallet containing forty seven dollars.



# THE HIGHWAY

VOLUME 1 - NO. 5

TRENTON, NEW JERSEY

DECEMBER, 1942

## GANGWAY!!



## Snow Fighters Gird for Winter Battle

The snow removal forces of the State Highway Department are facing a major battle on the home front this winter. Never before has the necessity of maintaining clear highways throughout the winter been of such paramount importance. Never before have the men entrusted with this responsibility been more determined that blizzards shall not slow down America's vital wartime traffic, for this indeed is a major contribution to the war.

Snow removal equipment, having been checked to the last detail, is now stationed at strategic points throughout New Jersey. Snow fences have been set up along one hundred miles of highways where drifts would form. Sand and cinder piles are ready to combat icy pavement at a moment's notice. The headquarters crew is organized on a twenty-four hour basis and ready to spring into instant action. Maintenance gangs and equipment operators, skilled in the work that lies ahead, will hold themselves in readiness at the first signs of approaching snow.

## 3rd Period Bonus, Salary Increases Expected Soon

A number of employees in the Laboratory, Maintenance and several other Divisions have not yet received their third period bonus. The reason for this is as follows: Mr. Connitt arranged with the Civil Service Commission and the Commissioner of Finance that the general salary adjustments on which he has been working since June, should all be effective as of August 16th. The last group of adjustments were in the hands of the Finance Commissioner when Washington put out its new rules on wage and salary increases, and the fact that so many of the familiar faces are now in the Armed Forces held the attendance down to 230. Nor was it the most brilliant. Wartime affairs should never be. But through it all ran the lusty good-fellowship that will always make a Ten Year Club dinner a real success.

This year's affair established a new high in the number of awards bestowed upon veteran employees. Altogether seventy of these "old timers" were presented with pins emblematic of their long service. Of this group twenty received 25 year gold pins and the balance 20 year pins.

For the first time these awards were made by members of the Ten Year Club. "Frank" Bedwell, in the capacity of Acting State Highway Engineer made the 25 year presentations while "Ed" Reed, our Acting Assistant State Highway Engineer awarded the 20 year pins. It was nice to see these old friends and fellow members of the club in this manner, for they more than any other know of the service that lay behind these awards.

Perhaps the real surprise of the evening was the address of Eugene Connitt who capably pinched in for Commissioner Miller as guest speaker. Those who were privileged to hear his remarks will long remember them as witty, sincere and straight from the shoulder. He stressed the fact that the Ten Year Club was the sole property of its members; that it should always remain so; that its members should be jealous of their status and should be proud of it. He further urged all members to wear their pins with pride.

## Petito Pays Penalty

Paul Petitto of the Equipment Division who has been laid up since April following an accident had quite a scare the other night. Paul had just driven into his garage and as he stepped from the car a masked bandit pushed a gun in his ribs while an accomplice relieved him of his wallet containing forty seven dollars.

## Record Number Receive Awards At 10 Yr. Dinner

Large Gathering Honors Veteran Employees

The twelfth annual dinner of the Ten Year Club has come and gone. In passing it leaves impressions that will long remain pleasant memories. It was not the largest gathering in the history of the club; transportation restrictions and the fact that so many of the familiar faces are now in the Armed Forces held the attendance down to 230. Nor was it the most brilliant. Wartime affairs should never be. But through it all ran the lusty good-fellowship that will always make a Ten Year Club dinner a real success.

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# OUTSTANDING SERVICE WILL BE RECOGNIZED

Virtue is its own reward! But even the reward of virtue can be enhanced by recognition. Who among us is callous to the appreciation of his fellow man? Who is not equally disappointed when we feel that our best efforts have not been recognized? Meritorious service, like virtue, also deserves recognition. To recognize the service of a State employee to the public welfare, is an appropriate function for the State to perform. Where such service is unusually meritorious, recognition becomes the special privilege of the department where such work is performed.

It is because of this that the State Highway Department, in conformity with its new personnel policy, is inaugurating a system of reward for meritorious service. A certificate of merit, which was originally suggested to me by Arthur J. Lichtenberg, has been designed by Carman Davis and will be bestowed, in the future, upon those deemed worthy of receiving such an honor.

## New Jersey State Highway Department Certificate Of Merit

1944

THIS CERTIFICATE IS AWARDED TO

DIVISION IN RECOGNITION OF CONTRIBUTIONS TO IMPROVE THE EFFICIENCY OF THE NEW JERSEY STATE HIGHWAY DEPARTMENT.

Division Head State Highway Commissioner

Conscientious application to duty is not in itself sufficient justification for this citation. The public expects, and in the vast majority of cases receives, service of this type from Highway employees. Were it otherwise we would not be fulfilling our obligation to the Department. From time to time, however, some individual goes far beyond the mere requirements of his or her position in rendering an unusual service. As a result of such devotion to duty, we become a more efficient organization, and often an individual contribution of this type reflects to the credit of the entire Department. It is service such as this that should be rewarded by public recognition.

In taking this step, I am reminded that many laudable contributions to the efficiency of the Department have gone unrewarded in the past. This is most unfortunate. To assure every employee an equal opportunity of having meritorious service so recognized in the future, it is my intention that all cases, deemed worthy of receiving this certificate by their immediate superiors, be reviewed by a board consisting of Mr. C. E. Bedwell, Mr. A. Lee Grover, Mr. E. V. Connitt and myself. The findings of this board will determine whether or not a certificate of merit will be awarded.

The first of these awards will go to Arthur J. Lichtenberg of the Bridge Division who has made it possible, through the suggestion of the certificate of merit, for others to be suitably recognized. Not only this, but he has also placed before me many other valuable suggestions which might well increase the efficiency of the entire Department.

Awards will also go to John M. Willett, the bridge-tender at Cheesecake Creek, whose extreme presence of mind in an emergency saved the lives of four occupants of a speeding car; and to Kennard Coulter, the relief bridge-tender at Maurice River for saving the life of a woman intent upon committing suicide by jumping from that bridge. The actions of both these men have brought great credit to the entire organization of which they are a part.

I trust that it will be the pleasure of the Award Board and State Highway Department in general to similarly honor many of our employees for meritorious service in the future.

SPENCER MILLER, JR. Commissioner.

## 35 Mile Speed Law Must Be Observed Says Gov. Edison

In a recent statement Governor Charles Edison said that he intended to deal personally with violators of the 35 mile per hour War Speed Limit in New Jersey. He appealed to all patriotic motor vehicle operators to note the license numbers of speeders and suggested that they send such information directly to him.

Each offender will receive a letter by way of warning in which future observance will be urged as a duty of every citizen. If such a letter fails to produce voluntary compliance the Governor said that more direct action would be taken.

Several instances of violation of this law have been reported recently involving State Highway Department vehicles. It is well to remember that an NY license does not carry with it any special privileges. In fact, a driver of Highway equipment has a special obligation to set an example for other motorists to follow.

As was previously said, "The fact that a great many miles must be traveled is a good reason for starting earlier. It is no longer an excuse for driving faster." Let's not have any more violations involving Highway cars!

## Retirement System Offers Two Types Of Enrollment

The following bulletin has been received from the office of the State Employees' Retirement System. It is important that those who join this system read this carefully. Further information may be obtained by writing to A. Lee Grover, chief clerk and secretary, Trenton, New Jersey.

To all Departments and Institutions of the State Government: We wish to bring to your attention the necessity of having employees give their thoughtful consideration to the two classes of enrollment available when they file their applications for membership in the State Employees' Retirement System.

Class "A" is based on giving a retirement allowance of half pay with 35 years of service at age 60; Class "B" is based on giving a retirement allowance of half pay with 30 years of service at age 60. If a member renders more or less service to age 60, the retirement allowance will be proportionately larger or smaller.

UNDER THE CLASS "A" TO CLASS "B" CANNOT BE MADE BY MEMBERS WHO HAVE ENROLLED IN THE SYSTEM SINCE JUNE 24, 1940.

Section 14 of our new Forms 1-2-41 10M and 1-8-42 10M Application for Membership gives the applicants opportunity to check the class of enrollment desired. Departments or Institutions who do not have a supply of one or the other of these forms should write immediately to the office of the Retirement System, No. 1 West State Street, Trenton, New Jersey for a supply.

Enrollments will not be made until the applicants have indicated their wishes as to Class "A" or Class "B" membership.

J. A. WOOD Secretary.



# THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the interests of its employees.

W. CARMAN DAVIS, Editor

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## Season's Greetings

To all its readers, whether carrying on or on the home front or taking their places on the far-flung battlefields of the world, THE HIGHWAY extends the best wishes for a Merry Christmas and a Happy New Year. To this we add a fervent hope that next Christmas may find us all once again together, safe in the security of a better world.

## EDITORIAL

During recent weeks there has been a growing tendency on the part of many employees to feel that they are being treated unfairly in the matter of leaves of absence for the purpose of entering war industries. Some complaints come from those who are motivated by a genuine feeling of patriotism and an earnest desire to turn their abilities to what they feel would be a more direct contribution to the war effort. A larger percentage, however, wish to enter war industries for the sole purpose of materially increasing their present incomes. It is easy to sympathize with either of these groups but let us look at the matter from the standpoint of the Department.

The State Highway Department is definitely not a refuge for employment only when times are bad. We are the direct custodians of over 1600 miles of vital defense highways; indirectly we are responsible for the entire 27,000 mile network of the state. Today every mile of this great system must be maintained as never before. In addition to the fact that each mile of State Highways plays a foremost role in transporting the mechanized equipment of our armed forces, this entire network of highways is vital to the transportation needs of New Jersey's great war industries. All this is in addition to what was heretofore generally conceded to be America's greatest highway traffic.

With winter approaching, the problem of keeping these highways passable at all times assumes a role of major importance. Snow removal takes on added responsibility. Present—unreplaceable—equipment must be maintained as never before. These are operations which require manpower, in large numbers!

From the engineering standpoint, we too have a job to do. Today we are building, or have built, many access roads for the Army and Navy. The importance of such construction cannot be overemphasized. It is a definite contribution to the war effort. Tomorrow the Federal Government will again utilize our services in some other important phases of war engineering.

It is well to consider also that for many years the New Jersey State Highway Department has struggled uphill in its efforts to keep abreast of ever increasing motor vehicle traffic. Never have we been in a position to plan for the future. Today that planning must be done if we are to have work for our several hundred fellow employees when they return from war. Such engineering requires manpower!

These are but a few of the many reasons the Department needs its present force. Others might be stated. Even now we are doubling up on many jobs because of the shortage of employees. The steady drain on our manpower will continue as more men take their places in the armed forces. That is why an unrestricted policy of granting leaves of absence cannot be adopted. That is why such leaves can only be obtained as outlined in the September issue of THE HIGHWAY. To do otherwise would in effect be saying, "Go out and get yourself a war job. Make big money while you can and when things get tough on the outside, come back and your present job will be waiting for you. The man we get to take your place (if such a one is available) will be glad to step aside for you on your return." That, in a nutshell, is what leaves of absence at all would mean.

Remember this—as public employees we are in a most peculiar position. When times are booming, our lot is a rather hard one due to increased cost of living. When times are bad,

## THE HIGHWAY

### Highway Department Honor Roll

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

#### Administration

Bonner, Kermit W.  
Boskow, Elmer  
Cimbala, Peter

#### Construction

Adrosko, Joseph P.  
Berberich, Francis W.  
Brown, Charles  
Cunningham, Joseph R.  
Demarest, Dudley E.  
Meyer, John T.  
Parker, James M.

#### Electrical

Pond, George B.  
Weisschull, Alfred W.

#### Equipment

Bos, Thomas

#### Maintenance

Bingham, John  
Brown, Harry  
Eckstein, George  
Fitzpatrick, John A.  
Foster, James  
Gondolfo, Joseph  
Gretton, Charles  
Lanc, Charles  
Lagato, Charles  
Leuci, Sebastian  
Lloyd, John  
McVey, Leon  
Moyle, Edwin  
Murphy, Thomas J.  
Pierson, Eugene J.  
Rankin, Jack  
Treen, Harry  
Wolkerton, John C.

#### Real Estate

Schanek, Kirk W.

### News From the Boys In the Service

D. E. Demerest of the Montclair office, Survey and Plans, writes: "I am in the Air Corps and will probably wind up as a cook. I was called as a specialist (surveyor) no such listing in the Air Corps." The address is 920 AAFRTS-ASN 32561938—Atlantic City, N. J. Candidate John J. Taylor of the 13th Co. 3rd Bn. 3rd Reg. Fort Benning, Ga. drops a line to say, "My wife has been forwarding the newspaper to me. He's probably told you, they keep us stepping here and I haven't much time to write. Give my regards to the boys in the Electrical Div."

#### Warrant Officer



DAVID LAWSHE

Warrant Officer David Lawshe of the Bridge Division dropped in the office recently on his way to Davisville, R. I. where he will undergo advanced training for the Navy Seabees. He's such a darned throwback and reach out for another.

Our regular correspondent,

as was the case from 1930 to 1938, we are figuratively "sitting pretty" due to our steady incomes. During such periods we are the envy of the very group that today is making the high wages. Without a doubt the post war period will again witness a reversal of these conditions. We should recognize this fact. Today is definitely not our day in the sun, but we still have a job to do! Let's do it!

### Highway Department Civil Service News Results of Examinations

#### PROMOTION EXAMINATION

1. James J. Flavin 88.13; 2. Alexander Leuchters 87.80; 3. Louis Meier (N) 85.44; 4. Paul Pettit 86.90; 5. Fred A. Bessert 86.80; 6. Joseph H. Bessert 86.80; 7. Joseph H. Bessert 86.80; 8. Joseph H. Bessert 86.80; 9. Joseph H. Bessert 86.80; 10. Joseph H. Bessert 86.80; 11. Joseph H. Bessert 86.80; 12. Joseph H. Bessert 86.80; 13. Joseph H. Bessert 86.80; 14. Joseph H. Bessert 86.80; 15. Joseph H. Bessert 86.80; 16. Joseph H. Bessert 86.80; 17. Joseph H. Bessert 86.80; 18. Joseph H. Bessert 86.80; 19. Joseph H. Bessert 86.80; 20. Joseph H. Bessert 86.80; 21. Joseph H. Bessert 86.80; 22. Joseph H. Bessert 86.80; 23. Joseph H. Bessert 86.80; 24. Joseph H. Bessert 86.80; 25. Joseph H. Bessert 86.80; 26. Joseph H. Bessert 86.80; 27. Joseph H. Bessert 86.80; 28. Joseph H. Bessert 86.80; 29. Joseph H. Bessert 86.80; 30. Joseph H. Bessert 86.80; 31. Joseph H. Bessert 86.80; 32. Joseph H. Bessert 86.80; 33. Joseph H. Bessert 86.80; 34. Joseph H. Bessert 86.80; 35. Joseph H. Bessert 86.80; 36. 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## Meet the Gang



When Foreman Earl Buckalew entered the Army last June, Fred Baker took over the Hamilton Square gang. This veteran organization, whose average length of employment is fourteen years, maintains Route 28 from Yardville to Windsor; Route 33 from Trenton to Robbinsville; Route 37 at Allentown; Route 37 between Cream Ridge and Hornerstown and Route 39 from Bordentown to Chambers Corners.

Aside from Baker who has been with the Department since 1920, Dave Scheideler is the oldest employee with this group having joined the Department twenty years ago. Dave is sixty-nine but you'd never guess it.

Others who have been around quite a while include George Dix, 17 years; Chris DeVito, 17 years and William Reed, 13 years. In the above photo, reading from left to right, standing, are: George Dix, William Garry, Charles Matthews, Dave Scheideler, Arthur Bennett, John McKeever and Fred Baker. Kneeling: Irving Bastedo, Robert Stephens, William Sasman, August Botteri and Gateno Brescia. Absent on vacation or sick leave were: William Reed, Chris DeVito, Stephens, Bastedo, Brescia and Botteri are all veterans of World War I. All of them were overseas and saw much service. Stephens was in every major offensive and bears many scars as souvenirs of those days.

## Clinic to Analyze Rumor Sources in Fighting Axis

The following letter was recently received by Commissioner Miller from the State of New Jersey Good-Will Commission. Such a movement deserves the cooperation of every American in our all out fight against the Axis.

"Nov. 6, 1942  
Dear Commissioner:

The Good-Will Commission is convinced that one of the most effective means of cementing unity for the war effort is by exposing and combating propaganda which would tend to disunite our people. With the co-operation of the Sunday papers of the State the Commission has established a rumor clinic, and requests that all rumors tending to create dissension be sent to the Commission office where they will be analyzed and the facts behind the rumor made public.

Will you please bring the Clinic to the attention of all organizations with which you are affiliated, with the request that they co-operate with the Commission.

The Commission has also organized a Good-Will Legion, with a membership goal of 100,000 between October 11 and May 18. We would like to enroll you as a member, and would appreciate it if you would secure other members among your friends and associates. Membership cards for the Legion can be secured at the Commission office.

The Commission will greatly appreciate your co-operation.

Sincerely yours,  
H. B. BELL  
Chairman."

The address of the Good-Will Commission is 1080 Broad St., Newark.

## Lanigan Joins Navy

Vincent Lanigan, Statistical Clerk of the Administration Division, who will be remembered as the secretary to former State Highway Engineer William Sloan, entered the U. S. Navy on November 1st as a Chief Petty Officer in a Construction Battalion.

Vince will be stationed at Norfolk, Va., while receiving his basic training. At a later date he expects to proceed to Davisville, E. I., at which location he will receive his advanced training.

## Comm. Miller Studies County Road Programs

In order to better acquaint himself with the individual highway programs of New Jersey's twenty-one counties, Commissioner Miller recently put into operation a program which will eventually take him into each county for the purpose of studying at first hand the road problems presented. Already this schedule, which calls for the examination of the road construction and programs of a different county each week, has resulted in visits to Bergen, Camden, Cape May, Cumberland, Hudson, Hunterdon, Morris, Passaic, Union and Warren counties. On these four counties throughout the state, Commissioner Miller has been accompanied by Acting Asst. State Highway Engineer E. E. Reed, who has had supervision of State Aid projects in New Jersey for many years and is well acquainted with the various county officials.

This desire to personally investigate the State Aid program is rather unique when it is considered that Commissioner Miller's visit to Cape May county was the first to be made by a similar official in 6 years. In Union county the conference was the first in 9 years. In all instances these trips into the field and "on the spot" conferences have resulted in the settlement of many problems and the fostering of more cordial relationship between the Highway Department and the counties visited. In several instances where construction operations had been held up due to material shortages, such conferences have resulted in alternate construction methods being devised.

In speaking of these weekly meetings with county officials Commissioner Miller said, "The various county road departments represent in effect twenty-one smaller Highway Departments each of which is similar to our larger organization. A goodly portion of the funds they are spending come from Motor Vehicle Funds and construction of this nature comes under the direct supervision of our Department. Because of this I feel that we cannot have too close a relationship with these units. It is the establishment of this bond of mutual understanding that prompted me to put into effect this 'good neighbor policy.' I believe that the beneficial results of such a program are already in evidence."

## Ten Year Dinner

(Continued from Page 1)

pride and always to consider them as a badge of honor.

In speaking of the work of the Highway Department, Mr. Connett declared that today we must plan for the much needed highways of the future so that we will not only have jobs for those returning from the war, but because highway construction will play a most vital part in our post war readjustment.

Following Mr. Connett's remarks the new members of the Club were introduced by Secretary F. A. Ireton.

When President "Chris" Kucker announced the results of the balloting it was found that the destinies of the Club were in good hands for the coming year, the new officers being: E. J. Palmer, president; Wilber Spencer, 1st vice pres.; J. F. Hunt, 2nd vice pres.; R. G. Martin, 3rd vice pres.; R. A. Callahan, secretary; R. A. Snyder, asst. sec.; J. B. Walter, financial sec.; and for the eighth year Clyde Case was elected treasurer.

Entertainment followed the usual business of the evening and offered a wide variety of acts. In fact everything conceivable was offered except... and liked the show really must have been there for they all stayed until the final curtain was rung down.

THE HIGHWAY congratulates "Chris" Kucker upon a most successful administration under very trying times and at the same time extends to the Club's new president, Gene Palmer, every good wish for the coming year.



SGT. NORMAN HORNER

Here is a typical "top kick" expression as I met my one who knows how to keep recently visited the boys and attended the Ten Year Dinner to renew a lot of old friendships. He came up this way with a prisoner he delivered to Fort Lix. Horner is an old hand around the Maintenance Division.

## Highway Bowlers Open Season

The State Highway Department is well represented in the Civil Service Bowling League by a team made up of Frank Warren, Administration; Warren Oldham, Maintenance; Bob MacMullin, Pete Tuozolo, Frank Harris, and Bill Carmichael, Projects. While it is a little early in the season to make predictions, the outfit is holding their own at the present time and threaten to improve their position as soon as the average scores are brought up a bit.

A few years ago the Highway had a team that was really high class. Known as the Hawks, this aggregation won the league championship four years in a row. In addition to this they won the nation-wide high-score weekly prize of individual console radios and gold medals with a three-game score of 3162 and a single game high of 1095. Earl Buckalew led this scoring spree with a three-game total of 735.

Although it is expecting too much of the present Highway record set by these masters of another year we sincerely hope they are able to carry on the Highway tradition to the extent that they are firmly perched in first place when the season ends.

For those who are interested in the individual yearly averages of the players who comprised the famous Highway Hawks we are submitting the following list:

Player	Ave.
John Madden	189
Earl Buckalew	186
Frank Dunn	184
Harold Rice	180
Dave Lawshe	177
Warren Oldham	172



PFC JOSEPH MURRAY

Joe is practicing getting off the ground by degrees. He is a mechanic in the Air Corps and recently paid a visit to the Department. He is really keen about his work and we'll bet they are equally keen about Joe.

## Maintenance Notes

GENE BECKER

Charles Fleck of Bloomfield, member of Paul Haney's crew, proudly displaying a service with three stars on it. Two Paul and Charles, Jr. and Navy while a third last year in serving in the Army. Hence, incidentally, is a Highway employee and has been on leave since September 23rd.

Jonas Letts, one of G. Behn's stalwarts from up at Cliffwood, relates that his Bill, now a second army wife, is in Pacific waters, plenty of action lately.

John Butters, who recently joined his wings and commission as 2nd Lieutenant in the corps, stopped in the Trenton office the other day while on leave. He looked swell and eager to get back in action. Fred Waudruff, whose own men are all on the disaffiliated with pride.

Bill Rackowski isn't in Shila after all. In a recent report he reports his location as "the old island in the southwest cific—a pretty little place on map." He adds that he has accepted for Officer Training that he sends his best to all boys in the Department. Why drop Bill a line? A letter passed to Wm. J. Rackowski, Det. Force 9156, APO 922, Postmaster, San Francisco, will do it.



JACK CARR, JR.

Jack Carr, Jr. was home on furlough recently from Davisville, R. I., where he is taking advanced training with the Navy Sea-Ber. While here he took in the Ten Year Dinner and swapped yarns with Charlie Fernley who served with the Navy in World War I. Before returning to active duty, Jack, Jr. was given a farewell party by Jack, Sr., at which many of the Maintenance Office were present. Incidentally, the induction of Jack's brother, Bob, puts a second star in the Carr service flag.

Joseph Strahart, one of Pete Ehrhart's bridge painters is now confined to the Essex Mount Sanatorium. Joe takes with him the best wishes of his many friends in the Department, who will look forward to his speedy recovery.

Jack and Bob, the 18 and 16 year old sons of Foreman Lou Whelan, enlisted in the Marine Corps recently. The boys graduated from Pennington High last year.

Another Maintenance man with two sons in the Service is Emory Ulincy of Clyde Brooks gang. Both entered the Army early in 1941 and are now stationed at far-flung outposts. Joseph is in Hawaii while Albert is in Iceland.

Three salaried patrolmen of Foreman W. L. Dilks in south Jersey are now in the Service. William J. Elwell is residing in a 1000 year old castle in England; Louis Gardella is training in the South while Guy Carvagnaro, who was formerly in charge of this trip, is attending an aviation private, is attending a school deep in the heart of Texas. These three bachelors are the only men from the Southern District of the Maintenance Division who have been inducted.

THE HIGHWAY  
1943





# THE HIGHWAY



VOLUME 1 — NO. 6

TRENTON, NEW JERSEY

JANUARY, 1943

## Merit Certificates Awarded To Three At Xmas Ceremony

In a setting of evergreens and candlelight, employees from the Trenton office and Fernwood gathered to pay respect to the 319 of their fellows who are now serving in the Armed Forces of the United States, and to signally honor three others for distinguished service rendered to the State Highway Department.

The ceremony opened with the singing of "America" after which Commissioner Miller addressed the large assemblage. He told of the sacrifices that were being made by Highwaymen in every part of the earth, in camps and on the battlelines from Iceland to the South Pacific. A most impressive moment came when the Commissioner read excerpts from letters sent by these men; letters in which they spoke to a man of the desire to carry this war to a successful conclusion, come what may; crisp sentences full of fight and determination; nostalgic sentences conveying Christmas Greetings to fellow employees still carrying on on the "home front."

To this latter group, fortunate enough to remain in their peacetime pursuits, Commissioner Miller said, "We owe these men of ours, who have left their homes and jobs to go forth into battle, every cooperation and support. For them we must **SAVE — SERVE — SACRIFICE**, until final victory is won. We must show them that we are with them every inch of the way. We at home have a big job to do. We must not fail."

Following this portion of the program, the first Certificates of Merit ever to be bestowed upon Highway employees were awarded to John M. Willett, Arthur J. Lichtenberg and Kennard Coulter. The first of these awards was made to Lichtenberg, who in the words of the Commissioner, "not only has made it possible through his suggestion of the Certificate of Merit for others to be suitably recognized, but has placed before me many other valuable suggestions, each of which might well increase the efficiency of the Highway Department."

The second award was presented to Willett in recognition of his prompt action in saving the lives of four occupants of a speeding car at Chesapeake Creek. In speaking of the performance of the seventy-seven year old Bridge-tender on this occasion, Commissioner Miller said, "By your action you have not only brought great credit to yourself but to the entire Department. Tomorrow four persons will be enabled to celebrate Christmas because you acted with extreme presence of mind in this emergency."

By coincidence the third Certificate of Merit also went to a Bridge-tender. This time, in contrast to the age and length of service of Willett, a young man, Kennard Coulter, who has been with the Highway Department a comparatively short time, was the recipient. Commissioner Miller congratulated Coulter upon saving the life of a woman who attempted suicide by leaping from the Maurice River Bridge at Millville.

In addition to the Commissioner's address and the awarding of the Certificates of Merit, the program included the singing of several Christmas carols by the entire group under the leadership of Bill Kirk. Instrumental accompaniment was furnished by the Fernwood instrumental quartet composed of Adolph DeRemigis, Donald Forini, Al Getz and George Kutah. Lee Grover did his usual fine job in the role of master of ceremonies.

Decorations for the occasion, including huge Christmas trees and wreaths of holly and evergreens, were prepared and set up by R. S. Green's landscape crew.

## VETERAN EMPLOYEE REWARDED FOR OUTSTANDING SERVICE



Commissioner Miller is shown presenting to John M. Willett his Certificate of Merit at the Christmas Eve exercises, held in the Board Room of the Highway Department in Trenton. Flanking the Commissioner are Arthur J. Lichtenberg, left, and Kennard Coulter, right, who also received similar awards. Mr. E. V. Connatt stands in the background.

## No 'Special' Cases Leave Of Absence Committee States

In the September issue of THE HIGHWAY an article appeared under the head, "Some Facts About Leaves of Absence." In this article every effort was made to clearly present the conditions under which leaves of absence might be obtained. Since that time no one has obtained a leave on any other grounds than those originally stated and it is well to add that no one will, regardless of the many rumors which have been circulated to the contrary.

To be sure of this we contacted Mr. Connatt and he assures us that there have been no exceptions. The following, as originally laid down, remain the only categories under which leaves can be granted:

1. Entry into the Armed Forces of the United States.
2. Employment by either the War or Navy Departments of the Federal Government. (This means being actually on the payrolls of these Departments.)
3. Where a prospective employer is engaged in vital war work and wishes to borrow the technical services of a Highway employee and where such employer is unable to obtain such services elsewhere.
4. Where the prospective employer is engaged in work essential to the war effort and where failure to secure the services of a particular Highway employee will seriously inconvenience the war effort.

In classes 3 and 4 it is necessary for the prospective employer to convince the Committee appointed by Commissioner Miller and composed of C. F. Bedwell, E. V. Connatt and A. W. Muir that the employee is indispensable and that the work to which this man will be assigned is more than ordinarily useful to the war effort of the nation.

Read the four classifications under which leaves will be granted and then read them again. If you come under one of these classes you will get your leave and so will anyone else. Conversely, if you don't fall into one of these categories you will not get a leave and neither will the other fellow.

It is impossible to say who circulates these rumors which purport to show that someone obtained a leave under conditions different from those outlined. No one has and no one will. Each of you has equal rights under this ruling and all will be protected in those rights. No special privileges will be granted.

## "In Brave Company"

"We Americans are in good brave company in this war, and we are playing our own, honorable part in the vast common effort."

"As the spokesmen for the United States government, you and I take off our hats to those responsible for our American production — to the owners, managers and supervisors, to the draftsmen and engineers, to the workers — men and women — in factories and arsenals and ship yards and mines and mills and forests and railroads and highways."

When the President of the United States, in his address to the 78th Congress, mentioned those who are responsible for our highways last, I have no doubt that he does not consider them the least.

Elsewhere in our paper you will see a letter from a naval officer on the subject of the importance of what you and I and all of the members of the Highway Department are trying to accomplish for our country.

My Message to you in this issue of our paper is, 'Take heart and fight harder to do the job you have — whether you think it is important or not.' Every one of us adds our bit, large or small as it may be, in that 'Brave Company' which will bring peace and victory to a suffering world.

Spencer Miller, Jr.  
Commissioner.

### "AMERICA"

"Father of Every Race,  
Giver of Every Grace,  
Hear us we pray:  
Let every land be free,  
May all men brothers be,  
All nations honor Thee,  
Now and for aye."

Herman Harrell Horne  
Suggested new verse for "America."

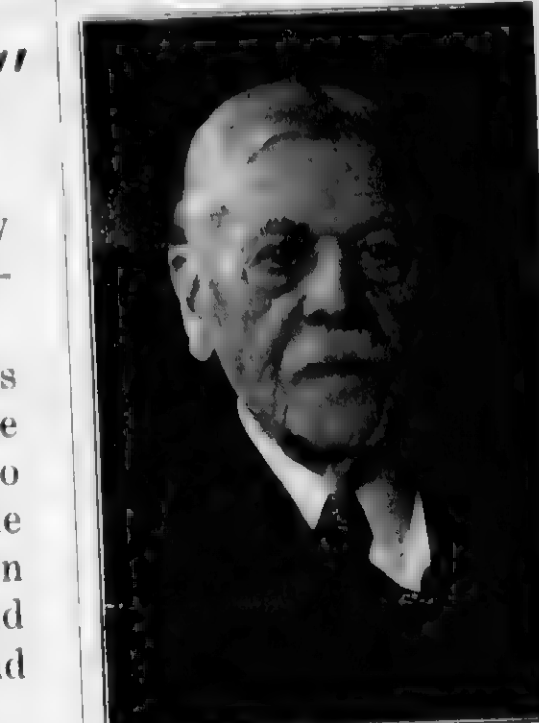
To you and all the other employees of the State Highway Department, a Happier New Year and a new opportunity for each one of us to serve the people of this State.

SPENCER MILLER, JR.,  
State Highway Commissioner

## "Dean" Meeker Looks Back On 42 Years of Service

Robert A. Meeker has often been referred to as the Dean of the State Highway Department, a tribute he richly deserves in view of his long and honorable service, which has extended over a period of forty-two years. In fact, he was somewhat of a veteran when the next oldest employee, Edward E. Reed and Frederick H. Baumann, came with us in 1909. During this span of years Mr. Meeker has seen the highway system of New Jersey develop from a small network of wagon roads to its present prominent position.

Born on September 25th, 1854 and graduated from Rutgers as a civil engineer in 1875, Bob Meeker remembers the entire Civil War. He recalls how as a small boy he tried to join the Union army as a drummer boy and how his mother destroyed his drum to discourage his military ambitions.



Upon receiving his diploma, he followed the advice of Horace Greeley to go West and for a period of eight years he worked for the Federal Government in Arizona as a surveyor. This was at the time of the Indian uprisings.

Following this interval, during which he served with the famous Texas Rangers, Mr. Meeker returned to private engineering practice in New Jersey. In 1888 he undertook the task of laying out the road system of Union County.

About this time the bicycle craze was hitting America and the demand for better roads increased. In 1890 these cycling enthusiasts marched on the state capital and tried to impress the legislature with the need for proper road legislation. Failing in this they returned the next year to renew their demands. This time they were reinforced by the farmers who had by now realized the importance of adequate highways. This joint action resulted in the passing of an act whereby the president of the State Board of Agriculture was given the added duties of Public Roads Commissioner.

Within a year it became apparent that no one man could handle both jobs so in 1892 an act was passed creating a separate position of Road Commissioner. During the period of the gay nineties, however, little was accomplished in giving New Jersey the type of roads desired.

In 1900 Mr. Meeker came to the Highway Department with the title of State Supervisor of Public Roads and began the task of coordinating the many separate systems of highways then in existence throughout the State. He remained in that capacity until 1913 when his title was changed to State Highway Engineer, a position he filled until 1918. As such he was the first to hold this title. Later in that year Mr. Meeker resigned and once more entered private business. He returned to the Department in 1920 as Engineer in Charge of Right-of-Way.

Bob Meeker tells many interesting stories.

(Continued on Page 3)







## Meet the Gang



This month we give you the Hightstown Maintenance crew of Foreman Fred Yannut. This experienced gang maintains Route 33 from the Pennsylvania R. R. overpass to Hightstown; Route 33 from Hightstown to Freehold and Route 25 from Windsor to Deans. By strange coincidence three of the oldest members of this group all came to work on April 1st, 1923. They are ranked in point of service only by the foreman, himself, who has been with the Department since 1920. The three veterans in question are John Davis, John Zerwick and Archie Perrine.

In the above photo, reading from left to right are (standing) Fred Yannut, Foreman; Harry Bowker, Enos Hutchinson, Harvey Applegate and Harry Farnsworth. (Kneeling) Archie Perrine, John Zerwick, Elmer Thompson, John Davis and Edward A. Yannut. Davis is a dog fancier and breeder. His specialty is Toy Fox Terriers and at the present time he has about twenty of these lively little dogs at home. Archie Perrine, the truck driver, has taken smoking cigars since falling heir to the seat behind the steering wheel.

John Zerwick is the oldest man in the gang and boasts of 67 years. His hobby is gunning and all who know him respect his ability with a rifle or shotgun. He takes his annual vacation only in gunning season. Harry Farnsworth operates the gang's grader while Tony Yannut, a brother of Fred, is the driver of the gang's second truck. Farnsworth, incidentally, is a former soldier, having served four years in the regular army in his younger days. This is a nice neighborhood outfit since all of them live in Hightstown with the exception of Davis and Farnsworth who live out on the Hightstown-Princeton Road.

## Laboratory Lines

ABRAM YATOV

J. CLINTON REED, now a 1st Lieutenant in the Air Corps, dropped in at the Lab recently looking fit and trim in his uniform. He informed the boys that he was being transferred from Bowman Field, Ky., to Miami Beach, Fla., to be assigned to the teaching staff at the Air Base there. What the boys back home are wondering is, who does Joe know to get such a sweet winter assignment.

JOSEPH McGRATH tells us that his boy, (Wm. J. McGrath) has just finished training as an Aviation Mechanic at Jacksonville, Fla., and has been assigned to the Atlantic Fleet as an Aviation Mechanic Mate 3rd Class.

JACK MARRON's son, John R. Marron, a big six-footer is a member of the American Legion Post 93, Color Guard. Seems to be taking over the old man's place in the Legion.

GEORGE LEAR, Lab mechanic and jack of all trades, has just put up a fine storm door at the Lab in an appreciable saving of valuable fuel oil.

LEON CARLIDGE has a son, also Leon, who left for the Parris Island Marine Base on December 9th.

## J. J. NEWMARK GIVEN SPECIAL ASSIGNMENT

Julius J. Newmark, Special Engineer, has recently been designated by Commissioner Miller to become the Department's expert on priorities, allocations and Federal Government regulations. In addition to these duties, he will have charge of routing all questionnaires through the Department. To become more familiar with this work, Newmark recently attended the Pennsylvania Construction Industries War Conference in Philadelphia where representatives of the OPA and WPB addressed the gathering. On this trip he was accompanied by Russell Geller and Frank Devereaux, representing the Maintenance and Equipment Divisions.

In his desire to be fully acquainted with the most intimate details of right-of-way acquisition, Commissioner Miller is also calling upon Mr. Newmark's long experience in this field, as a special consultant in real estate matters.

## Electrical Flashes

REG K. BOWEN

Warning to all Highwaymen: Dick Hamilton, formerly of the Passaic River Bridge is now a traffic policeman in Newark. Be careful when passing through that city because we expect Dick to do a good job.

William Crawford, Chief Operator of the Hackensack River Bridge, is reminiscing with an old time tug boat captain the other day. Their conversation centered largely about the changes along the river in the last thirty years. In those days a hundred openings a month was considered good business and the bridge was never opened after dark. In contrast to this, during October of this year 655 openings were recorded, while in November the total was 694. The majority of openings today are at night.

In the old days there were very few autos. Since most vehicles were horse-drawn the early bridge tenders had additional duties which they referred to as "following the ponies."

When the new Passaic River bridge was opened to traffic at midnight on January 26, 1941, the curtain was rung down on the last of the old steam swing bridges on the State Highway system. The Hackensack and Passaic River bridges are on the old Plank Road which was originally opened as a toll road. Later it was taken over by the Boards of Freeholders of Essex and Hudson Counties and operated until acquired by the State in 1912.

We feel justly proud of the fact that Commissioner Miller presented two of the Certificates of Merit to members of this Division. Without a doubt these awards will offer an incentive to all who offer hearty congratulations to John Willett and Kenneth Coulter.

Bridge Tender JAMES FLEMING of the Secaucus bridge on Route 3, who was to be inducted into the Army on December 9th, was a sorely disappointed man when he was turned down because he was over the 38 year age limit. During the period preceding his examination Jim was so preoccupied that he let the fire go out three times in a period of eight hours. Here's hoping that he will be able to keep the bridge house fire burning now that the crisis has passed.

## Reilly Receives Permanent Rating As Asst. Foreman

Letter Explains Action Of Civil Service Commission

John Reilly of Lebanon, who has been serving as Assistant Foreman in Paul Haney's Clinton Maintenance Gang has received permanent appointment to that title as a result of recent action by the Civil Service Commission. A letter to Mr. Connitt, dated November 19th explains the action as follows:

"Revised Statutes 11:27-11.1 provides that a veteran who has been awarded the Distinguished Service Cross or the Navy Cross while a resident of the State shall be employed or promoted without competition with any of the rules and regulations of the Civil Service Commission."

"Our records indicate that John Reilly, a permanent Longshoreman since April 22, 1937, was made an Assistant Foreman, Highway Maintenance on June 17th, 1941 and is pending result of promotion examination. It was brought to the attention of the Commission that Mr. Reilly was awarded the Congressional Medal of Honor in the naval battle at Carriacou, May 11, 1898. The Congressional Award was approved May 3, 1900.

"In the provisions of the above named statute, the Commission at its meeting on November 9th, 1942, recorded Mr. Reilly as a permanent Assistant Foreman, Highway Maintenance, without further examination.

Very truly yours,  
THE CIVIL SERVICE COMMISSION  
Charles P. Mesnick  
Chief Examiner and Secretary.

## Joseph A. Raimo Dies

It was with a feeling of deep regret that we learned of the untimely passing of Joseph A. Raimo, Chief Operator of the Passaic River Bridge. The suddenness of his death on December 2nd came as a shock to his many friends.

Joe Raimo was a real veteran and a steam bridge man for many years, having received his appointment in February 1910. When the new bridge was completed he readily adapted himself to the more modern electric operation and was truly proud to be in charge of this prize-winning structure.

Those whose privilege it was to work with Raimo held him in great affection and respect. He was an affable river man and his passing will leave a void most difficult to fill.

THE HIGHWAY joins the many friends he has left in extending every sympathy to Mrs. Raimo and family.

## Veteran Employee Dies

The many friends of William Bolton, of Trenton, were shocked to hear of his death on December 20th. A veteran employee of the Highway, Bolton was first employed in November 1927 and had worked continuously since that date with the bridge maintenance crew of Foreman John Thomson.

His record with the Department was one of faithful and conscientious service and his death will be a real loss. Mr. Bolton is survived by a wife and son to whom we extend every sympathy.

## Death Claims Lipari

We regret to announce the death of Joseph Lipari, of 175 Neptune Avenue, Jersey City. Mr. Lipari was an employee of the Maintenance Division since June 1937, and died at his home on Tuesday, December 22nd, following a brief illness. During his employment with the Department, Lipari worked with the maintenance crew of 40 contractors were called out, State, supplementing the work of the regular maintenance crews.

Frank Sabino, who was employed by the Department back in 1930 and of recent years a fixture in Foreman Augie Newman's maintenance crew, has been forced to

## INVENTS NOVEL POST SETTER



Maintenance Patrolman A. R. Griffiths is a man of ingenuity. He firmly believes in putting mechanical power to work whenever possible. It was this desire that led him to invent a gadget for setting posts for snow fences, shown in the above photo. This consists of a bent channel welded to the tailboard of the truck. One man rides in the truck and passes the posts to a fellow worker riding the drag board, who then raises and lowers the truck bed proper location and then by raising and lowering the truck bed it is possible to drive the post in much the same manner as a pile driver works. Such a method saves valuable time and operates with a minimum of manpower.

It should be realized, however, that this device is not suitable for use in rocky or frozen ground. In South Jersey though, it is really something. At Griffiths is the man modestly endeavoring to hide behind a fence post while watching his invention drive a second post. Other men in this picture, reading from left to right, are: Loren Ellwell, Ephraim Phillips and Keuben Ayars. This group is part of Edward Fogg's maintenance crew who work Routes 46 and 49 out of Bridgeton.

## Maintenance Notes

GENE BECKER

"Fitz" Fitzpatrick, M.M. 2nd Class, U.S.N., has been assigned to Camp Bradford, Virginia, for initial training. "Fitz" is one of the many veterans of the last war who once again have answered the call to colors.

Edward J. McCordell IV, son of Paymaster Edward J. McCordell has enlisted in the U. S. Marine Corps and will shortly be assigned to active service. Since Ed's graduation from Drexel Tech., in 1941, he has been assigned as testing engineer by the Army Ordnance at the American Car and Foundry Company, Berwick, Pa., which Company is engaged in the manufacture of tanks.

One broken arm is bad enough but two a genuine catastrophe. Such, however, was the luck of John B. Lambertson's wife, of Matawan, who suffered fractures of both arms in an accident early in December. Mrs. Lambertson has our sincere sympathy.

Word has been received indirectly that Ed. Curtin, of Lambertson, formerly in charge of the maintenance crew assigned to the 59th General Hospital, Fort Meade, Maryland, Ed. replaced Ernie Ireland as foreman of this crew when the latter held a reserve commission in the Army, was called up. A month or so later, Ed. was called and turned replaced by Lew Whelan. Ed. is wondering when his turn will come.

Lt. Arnold Pach sends word that he is now stationed at MacDill Field, Florida, with the 847th Av. Bn. He is in command of a company of Negro troops and says they are one of the best.

Herbert Luker, a member of the patrol which operates under Ernest Youmans, sustained a broken leg in an automobile accident recently. He has returned home following hospitalization and expects to be able to return to work sometime this month.

Maintenance forces had their 1942-43 baptism on Sunday, December 13th. Why the season's first snow storm invariably occurs on Sunday is a question. Alex. Muir would like to know. Considering the early date of the snow, the organization functioned remarkably well. Some 40 contractors were called out, State, supplementing the work of the regular maintenance crews.

Frank Sabino, who was employed by the Department back in 1930 and of recent years a fixture in Foreman Augie Newman's maintenance crew, has been forced to

## "Suggestion Box" To Gather Ideas Of All Employees

Highwaymen Excel As Firefighters

In this issue of THE HIGHWAY, Commissioner Miller has outlined a program wherein all are invited to send in suggestions for improving the efficiency of the State Highway Department. This is big news. It affords every employee the opportunity of becoming a vital factor in the future affairs of this organization and makes possible the adoption of ideas submitted by each of you, providing, of course, that these suggestions are practical and an improvement upon the methods being employed at the present time.

Throughout the Department there are many who have perhaps hesitated to come forward with suggestions. In the past because they felt that no adequate machinery has ever been set up for handling such matters. Others doubtless have felt that the existing methods must continue indefinitely because they were "standard practice." While there has never been a time when your while suggestions have not been valued, this is the first time that these suggestions have been earnestly sought and every employee has been invited to participate.

But the program does not stop here. If your idea is deemed to be worthwhile and practical, it will be adopted and recognized as your contribution to the efficiency of the State Highway Department. Credit for it will go to you alone! If its adoption is considered impractical you will be told why, and thanked for your interest and cooperation.

You may be assured that all suggestions will be given every consideration. Commissioner Miller will personally discuss with members of the divisions to which they refer. Where necessary he will direct that investigation be carried out to determine the practical value of such ideas and their adoption will depend largely upon the results of this research. No suggestions having merit will be shunted aside.

Each month THE HIGHWAY will publish an account of each suggestion accepted. When, after careful consideration, an idea is deemed to have sufficient merit, it will be designated as the "idea of the month." Periodically Certificates of Merit will be presented to those who have submitted suggestions of outstanding value.

The time to start thinking is now. If you have any ideas for the more efficient handling of a particular operation, a change that will save time, or money, something of a more general nature, or a modification of some existing practice, write your ideas out and send them to: Suggestion Box, State Highway Department, Trenton, N. J. Be sure to clearly explain your suggestion and sign your name plainly. Let's go!

## Submits Valuable Idea

Had it not been for Dick Snyder, of the Compensation and Claims Office, users of Highway cars would be faced with even greater inconvenience than they are encountering in their effort to meet the 50% gas reduction quota.

When word of this drastic reduction first came through, Dick did some heavy thinking and came up with the idea of a Travel Officer who would coordinate all travel.

Because of this valuable suggestion, it is now possible to obtain automobile transportation in many otherwise impossible situations as well as have at our disposal train and bus schedules in many sections of the State. Route 40 contractors were called out, State, supplementing the work of the regular maintenance crews.

Frank Sabino, who was employed by the Department back in 1930 and of recent years a fixture in Foreman Augie Newman's maintenance crew, has been forced to

Christmas Luncheon

Commissioner Miller played host to the Division heads at a Christmas luncheon held at the State Hotel on Monday, December 21st. Those in attendance included: C. F. Bedwell, E. E. Reed, A. Le Grover, E. W. Connitt, B. C. Young, F. A. W. Muir, F. C. Young, J. W. Ayman, J. L. Hays, F. H. Bann and F. A. Reddan.

## Highwaymen Excel As Firefighters

Stanley Coleman operates a diner on Route 6 at Troy Hills. At approximately 6 o'clock on the morning of January 8th he was awakened by a barking dog to find that a fire had started in the diner which is across the highway from his home. At the same time he noticed three youths running from the scene of the fire. He immediately put in calls for the Parris-Panney Fire and Police Departments.

Fortunately for Cole a State Highway sanding crew was working nearby. Hurrying to the scene, they had the fire under control by the time the firemen arrived. In the meanwhile the police were conducting a fruitless search for the three boys who apparently had started the fire. Their capture was not effected, however, until sometime later, when the sanding crew, having resumed work, chanced upon the culprits farther along the highway. They immediately picked them up and brought them to the police station. There they told how they had entered the diner and started a fire for the purpose of getting warm. It was not until it was got out of control that they had fled.

The Highway men who played such an important part in this early morning drama were: Sidney Proctor, Frank Walsh, Salvatore Palmer and Joseph Arkie, all members of Foreman Ernest Van Schoick's northwest landscape crew.

Effective, January 1st, all hourly men will be given efficiency ratings on the same basis that has been used for many years in grading the salaries of employees of the Highway Department. These ratings, however, will be made monthly instead of every three months as is the case with the latter group.

The marks to be used under this system are: E for Excellent, G for Good, F for Fair and UF for Unsatisfactory. In addition to this, provision is made for markings such as, G+, G- or G+. Every man will be marked on five separate counts, namely: 1. Quantity of work, 2. Quality of work, 3. Attendance, 4. Discipline, 5. Personality.

Whenever any employee receives less than G in any of these five categories he will receive notification to that effect and the reason for such a mark will be explained to him. This will make it possible for every man who is not being rated good or better to know exactly why. This knowledge will afford him the opportunity of improving his standing. In other words it will enable all of us to see ourselves as others see us. This is certainly a step in the right direction.

## New Rating System For Hourly Men

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## Why Not a Gang Letter

To assure the Highway boys, with whom you worked before he simply that somebody starts it and each man in the gang, office or shop, writes and signs his own paragraph. When the fellow in the Armed Forces receives it, he not only gets a letter but he is actually hearing a word or two from all the boys he worked with.

If such a letter is sent out at regular intervals it would mean a lot to the Highwaymen who are away from home. Besides this, it would give the men who sent it a feeling of satisfaction.

If you think the idea is worth a try, let's hear from you. This extension is 489.

(Continued on Page 2)

# THE HIGHWAY

VOLUME 1 — NO. 7 TRENTON, NEW JERSEY

COOPERATION OF ALL

AIM OF NEW PROGRAM

Highway To Reduce Car Mileage 50%

Travel Officer Appointed

On December 16th, Governor Edison appointed Wayne T. Cox to serve as State Government Mileage Administrator. This was the initial step in a program to conserve gasoline and rubber by reducing the mileage traveled by State-owned vehicles and privately-owned cars used on State business. The Highway Department's quota in this general reduction is 50% of the mileage traveled in 1941. Commissioner Miller issued a memorandum on this effect on January 15th.

In order to reduce automobile mileage with the least possible inconvenience to all, Commissioner Miller has appointed Clifford Wear as Travel Officer for the Highway Department. His functions in this office will be to coordinate as far as possible all car movements and to cause to be discontinued any use of Highway cars for purposes other than those considered to be absolutely necessary.

In the future all trips out of Trenton by car must be made in accordance with the Travel Officer. Except in cases of emergency, this information should be placed in his hands a day or two in advance, so that he may provide riding accommodations for others traveling in the same direction. This will apply to all to whom cars have been permanently assigned as well as to those who are desirous of using a car for a special trip. Many employees with permanently assigned cars are regularly scheduled trips. These schedules should be placed in the hands of the Travel Officer without delay.

Similarly, anyone wishing to make a trip by car to some location inaccessible by common carrier should anticipate this trip and inform Wear of his desires at the earliest date. With such information in hand he will make every effort to coordinate this request with one or two others going to the same general section of the State. In many instances this practice will be considered of secondary importance during this emergency.

Wherever possible all trips in the future must be made by train or bus, regardless of former practice or whether the car used is permanently or temporarily assigned. In such cases reimbursement will be made for all travel expenses.

In fulfilling this program, the State Highway Department will be making a most valuable contribution to this nation's war effort. It therefore becomes the obligation of every employee to cooperate to the fullest extent. Single passengers in Highway cars will be most unpopular in the future.

Chapman Driving For U. S. Army

George Chapman of Neptune City, a member of William Pinkerton's maintenance crew is now driving for Uncle Sam. In a recent letter to Mr. Connitt, George told of some of the experiences he has had while driving equipment for the Army throughout the South and East.

In the same letter, Chapman tells of the loss of his four year old son, THE HIGHWAY wishes to extend to George and Mrs. Chapman our deepest sympathies.

Spencer Miller, Jr.  
State Highway Commissioner.

## MOETZ DIES AT SEA

George F. Moetz, son of Fred Moetz of the Maintenance Division has been reported as missing in action by the U. S. Navy following the sinking of the cruiser Juneau in Pacific waters. The Juneau was one of eleven U. S. warships sunk during the sea battle which raged for several days off the Solomon Islands last October.

George Moetz, who enlisted in the Navy a year ago, was a graduate of New Brunswick High School and Milltown Grammar School. While at New Brunswick, he played varsity football and since that time had been employed as a millwright at the American Cyanamid Company at Bound Brook.

To Fred Moetz, a veteran of the last war, and Mrs. Moetz, THE HIGHWAY extends our deepest sympathy. In this, we are joined by the entire State Highway Department.

GEORGE F. MOETZ







## Meet the Gang



This month we present a Gang with the poetic cognomen of Crystal Lake Maintenance Crew. Intrigued by this appellation we traveled south on Route 25 expecting to find the boys working amid scenes of pastoral beauty. What we found was just another well-bunch of maintenance men doing their jobs at Cape May.

This crew works under the direction of Foreman Jack McCullough, and their section includes Route 37 from Trenton to White Horse, Route 39 from Bordentown to White Horse and Route 25 from Burlington to Yardville. A. Emery is the Assistant Foreman on these sections.

Shown in the photo, reading from left to right in the rear row are: A. Frascella, J. Murphy, M. Misanin, P. Solomi, D. Sandhoff, R. Sparks and J. McCullough. In the front row are: F. Sandhoff, O. Kramer, J. Plumeri, L. Fabiani, F. Leone and A. Emery.

The average length of service of this group is over eight years, the veteran being Misanin who came with us in May, 1922. Although Foreman McCullough worked with the Highway for a matter of weeks in 1921, he did not start his present long record of continuous service until 1925. Others who have been around a long time are: Charles Lovett, who was absent at the time the picture was taken, employed since 1923; Murphy who came in 1920; Frascella and Plumeri who have been around since 1921 and 1922 respectively.

Murphy and Frascella are the truck drivers with this outfit while the grader operators are Sandhoff and Frank Cook. Cook is an outstanding time. Cook is well remembered around Trenton as a member of the baseball team of a few years back as well as a member of the Highway basketball team. George Case, star of the Washington Senators, was one of the stars who in this gang along with Plumeri served with the regular army in Hawaii at the time they were building that base. Misanin, who bears the nickname of "Cold Patch Mike" is one of the oldest cold patch men with the State and despite his youthful appearance. Although unrelated, Solomi and Fabiani are often taken for twin brothers. A second look at the photograph will disclose why.

## HIGHWAYMAN RESCUES TWO IN HOTEL FIRE

Warren W. Eltonhead, of the State Highway Department and the U. S. Army, was having breakfast in the Columbia Hotel in Kolo, Washington, when the fire alarm sounded.

The upper floors of the hotel were on fire and before the smoke had cleared away, Eltonhead had carried an old lady from her room to safety and assisted in bringing a fireman down from the top floor. The fireman was suffering from cuts and abrasions from broken glass. A picture of the rescue appeared in a Portland, Oregon newspaper.

Private Eltonhead, who is 30,

## GRIN AND BEAR IT

Where would we be without poems? This month's contribution comes from William J. Hanratty of Survey and Plans. It seems that the salt air of New Jersey's famous seashore offers inspiration, for Bill comes from Asbury Park, right next door to Ocean Grove, the home of our regular contributor Randolph LaBarre. We think Hanratty has something worthwhile to say in his verse. What do you think?

Hey, listen brother, don't get sore,  
For all of us are in this war;  
You've got to take this ration rap,  
So we can sock the dirty Jap.

Why rant and rave and get up steam,  
Because they ration gasoline?  
Your car will last you twice as long,  
And exercise will make you strong.

A boy you know — perhaps your oil  
Is over there far from his home,  
He doesn't gripe and ask for more,  
He knows we've got to win this war.

Let's back him up and show that we  
Can also fight for LIBERTY,  
Reduction in our bill-of-fare,  
Will help us feel we've done a share.

So one for all and all for one,  
We'll do without and call it fun,  
We'll show the Japs and all the rest,  
That we are equal to the test.

Some day we'll get into our car,  
Yell, "Fill 'er up" and drive her far,  
But not until the job is done,  
The boys are home, THE WAR IS WON!

Bill Hanratty.

## Land and Legal

ED DRAKE

The Police Reserves of Trenton recently organized an association, the purpose of which is to place before the regular Police Department suggestions for the more efficient operation of the force, as well as to perpetuate the reserves as an active organization. Morris Balbresky of the Real Estate Division has been elected secretary. Other Highwaymen who are active in this group include: Charles Levine, George Heffernan, Arthur Lichtenberg, Peter Radice, John Egan, Frank Suchocki, Anthony Frascella and Balbresky. These boys really put in time walking beats, directing traffic, answering riot calls, etc., through all sorts of weather.

W. Kirk Schanck of the Title Bureau is now stationed at Baton Rouge, La., attending the Army Administration School at Louisiana State University. He sends word that his buddies like the candy he received from the office for Christmas, but he can't understand why they were so ravenous considering the well-meals they are served.

Lemuel F. Seale of the Title Bureau is now a member of the 15th P. Detachment, stationed at Fort Monmouth, N. J.

Elmer Sabolch of the Legal Division is now a full-fledged Coast Guardman at the Avenue Baracks, Avenue, N. Y. Elmer sends word that he eats about six times a day and is still spending about a half-cent on the side to fill a gap he claims is still there when he finishes the regular chow.

Frank Chiarella of Jerry Osborne's office is still at Port Dix where he serves six months' service. Undoubtedly, Frank has shown them that a good man is worth keeping.

## Cook Promoted, But Fast



Charles Mernon, formerly secretary of the Equipment Employees' Assn., was elected to succeed Edw. Tole as vice president of the organization. Tole recently accepted a position as inspector of Naval Ordnance Nick Carnival will replace Mernon as secretary.

The Fernwood sick list includes: Jim Tymen, Frank Palmer and Patsy Remo. Here's wishing all of these veterans a speedy recovery.

Here are some more of our boys whose families are well represented in the service of Uncle Sam: Jim Glennon, of the blacksmith gang has two sons in the Army, Staff Sgt. H. J. Glennon, stationed at Fort Lewis, Wash., and Pvt. Tom Glennon, now at Camp Robinson, Ark. Marion Blakely has a boy, Martin, Jr., with the Air Corps and another, Donald, with the Merchant Marine. Lou Virok also is well represented with one son, Arthur, in the Army, and a second, Julius, in the Coast Guard. Lou's daughter has already signed up and is now awaiting call to duty with the WAVES.

Willard and Mrs. Emmons spent the holidays with their son, Kenneth, at Fort Moultrie, Georgia. Willard reports that the visit was enjoyable but the less said about the train service the better. Incidentally, Kenny has passed his Warrant Officer, Jr. Grade exams and is now holding that rating.

## Colonel Hudson Dies

Col. Harold W. Hudson, former Assistant State Highway Engineer, died on January 22nd, following a brief illness at the New York Hospital.

Col. Hudson came with the Highway Department in 1928 as Asst. Engineer of Construction and in 1930 became Asst. State Highway Engineer, a position he held until 1934, at which time he resigned to accept employment with the New York Park Commission.

Col. Hudson is survived by his widow, Mrs. Sarah H. Hudson of Forest Hills, Long Island, to whom we extend every sympathy.

## Please Forward THE HIGHWAY

All issues of THE HIGHWAY are being sent to the homes of our men in the service. This gives the family an opportunity of reading it before forwarding the copy to the Serviceman wherever he may be. Be sure, however, that you send it on. This has not been done in all cases. The result is that your favorite soldier, sailor or marine is deprived of much news. If for any reason the home should desire an extra copy of THE HIGHWAY it will be sent upon request.

## Equipment Items

JAMES O'ROURKE

The chauffeurs of No. 8 building really put on a Christmas party this year. The story should have appeared in our last column but space did not permit. Nevertheless, this year's gathering was so good that we feel that it should get a line or two even at this late date.

The party was highlighted by the singing of Christmas carols under the leadership of a trio composed of Pete Radice, Lou Messier and Al Leuchters. Mr. Vincent Keuper, Chairman of the Civil Service Commission was the guest speaker and gave the boys a most interesting talk.

The party was made possible by the generous support given to it by Governor Edison, Commissioner Keuper, Mr. J. Ryan (L.), K. B. (EL), W. J. Ryan (L.), K. B. (EL), and Mr. MacMullin (P) and Mr. Frank Harris of the Highway Dept.

As Santa Claus, Al Leuchters gave out many presents including a push broom and shovel to Joe Horan with instructions how to follow the horses and make money; a book to Radice entitled, "The Desires of a Union Business Agent With His Public," and many another good natured knock, in the guise of a gift.

Don McNeil did a better than good job on the Christmas tree despite some unexpected difficulties.

John Curran, Chairman (C); Frank Skillman (RE); Harry (L); Tony Kuhn (M); W. Wharton (P); E. Knorr (E); K. Rice (A) and J. T. Deter (EL).

George McCann, 1st Lieutenant in the Army Engineers, whose arrival in the Middle East was announced in our last issue, is really getting into the swim of things. Although his actual location is still a mystery, his wife Clara, an attaché of the Motor Vehicle Department, received a letter in which George states that his organization is engaged in an intensive construction program—hospital quarters, roads, etc. He also says that he spent a most enjoyable year of his Eve in the company of several British Major, monacle and all, who looked very much as if he had stepped out of the movies, or rather cinema.

Howard Fitzhenry, truck driver in the maintenance crew operating around Jersey City and vicinity, has been hospitalized following an operation. You have our best wishes for an early recovery, Howard.

At last report, Jack Carr, Jr., who is attached to a Navy Seabee Outfit, was still on the high seas bound we know not where. He reports that the weather was "enough" and that he was using your flying fish as a guide.

The story of the Fernwood flower fund in the last issue of THE HIGHWAY gave a plug to a well conceived and efficiently run enterprise. It was in error, however, to the extent that it said the fund was to be used in cases of sickness and death. The floral tributes are sent only in case of death.

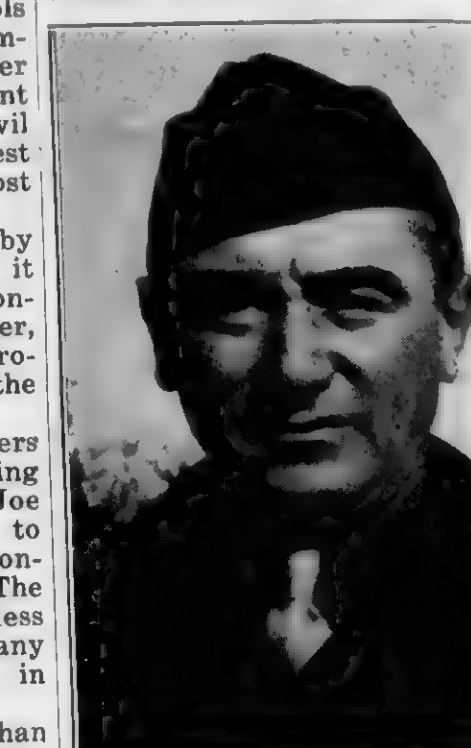
## Maintenance Notes

GENE BECKNER

Jack Lloyd, Landscape Foreman, who was formerly in charge of our work around Trenton and is now stationed at Newport, Virginia, with the 85th Cavalillery. He says that he is going a tough training course that his tree trimming work with the Department are standing in good stead.

Clifford Heddon, who works the Institutional Road Crew under the supervision of Elwell Clunette, has been ill for some time. Doctors at first had a little trouble diagnosing his ailment, but satisfactory treatment has now been started and he is on the road to recovery. His early return to work is hoped for.

Words come to us that Charles Pfeffer, Jr., son of Foreman Charles Pfeffer, suffered injury in one of the Solomon Islands. No details are available, but we are assured that the injuries were not serious. We wish with a grateful father in giving thanks that this is so.



Julius Megules, maintenance foreman formerly in charge of the crew on Route No. 27 in the vicinity of New Brunswick and Metuchen, returned recently from a tour of duty with the U.S.A. Engineers in the far off Canadian North. Jules was very uncommunicative about his duties and those of his organization, but he did loosen up sufficiently to say that the food was good and that sleeping in a sleeping bag was plenty warm and really quite comfortable after one became accustomed to it. He expects another assignment shortly and is raring to go.

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Olis Deakin, formerly Landscape Engineer and now on duty with the U. S. Navy in Alaska, writes that the Christmas gift box from the Maintenance Bureau Office arrived the day before Xmas. Nice timing, eh?

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VOLUME 1 — No. 8

## Ten Year Club Names Committees For Coming Year

"Gene" Palmer, President of the Ten Year Club of the Highway Department recently announced the list of committees that have been appointed to serve for the year of 1943.

At the time of the announcement Palmer said that plans were being formulated for a Spring meeting which would be held in Trenton during the latter part of April or early in May, details of which will appear in a later issue of THE HIGHWAY.

In speaking of this meeting Palmer said, "We are making every effort to give the forthcoming gathering a patriotic flavor. A Victory Bond sale will be conducted and members will be urged to be invited to attend the affair as guests of the Club."

The following committees have been appointed: A—Administration, B—Bridge, C—Construction, E—Equipment, EL—Electrical, L—Laboratory, M—Maintenance, P—Projects, RE—Real Estate.

W. H. Spencer, Chairman (B); A. Egan (A); J. Madden (C); R. G. Martin (E); J. R. Hunt (EL); W. J. Ryan (L); K. B. (EL); M. R. MacMullin (P) and Velt Sams (RE).

Nominating: Paul F. Cranner, Chairman (A); A. P. Gabrenas (B); Alex Cohen (C); T. W. Emmons (E); J. C. Smoliga (L); Earl Storer (M); Frank Harris (P); John Watt (RE) and R. Goldy (EL).

Highlights: W. E. Beckner, Chairman (M); J. J. Patrick (B); Fred Claus (C); Robert Shreve (E); J. R. Hunt (EL); Ralph Sherman (L); Cyrus Card (A); George Cumberly (P) and E. Drake (RE).

Membership: John Curran, Chairman (C); Frank Skillman (RE); Harry (L); Tony Kuhn (M); W. Wharton (P); E. Knorr (E); K. Rice (A) and J. T. Deter (EL).

Constitution and By-Laws: W. B. Haney, Chairman (RE); Frank Devereaux (E); Charles Fearnley (M); Charles Hunt (P); J. M. McDonough (L); C. Hurley (A); L. C. Petersen (B) and S. E. Bullock (C).

Investigating: H. R. Hill, Chairman (A); Clyde Case (A); Harold Rice (A).

Budget: E. J. Palmer (A); Ray Callahan (M); J. Walters (M) and C. Case (A).

Publicity: A. J. Lichtenberg, Chairman (B); Paul Cranner (A); R. Geller (M) and C. Wear (A).

Hospitality: C. W. Case (A).

Service Awards: J. H. Carpenter, Chairman (L); W. C. Davis (A); W. M. Dix (M); Cyrus Card (A); H. N. Kramer (RE) and Chris Kucker (L).

Historian: Paul G. Seffrin (C).

Welfare: A. J. Lichtenberg, Chairman (A); T. W. Emmons (E); Frank Devereaux (E); J. R. Hunt (EL); A. E. W. (L); C. S. Fearnley (M); C. F. Hunt (P) and C. I. Levine (M).

Field Contact Men: Clyde W. Case, Henry Johnson, James Driscoll, Joseph Havron, Jack Haynes, Ed. McArdel, Owen Rogers and Harry Marvin.

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## Many Suggestions Being Received

The response to Commissioner Miller's invitation to send in suggestions for improving the efficiency of the Highway Department has been most gratifying. Communications have been received from many employees covering a wide range of activities and in each case these suggestions will be thoroughly studied before any decision as to their adaptability is arrived at.

Since this will take considerable time and effort, THE HIGHWAY is not in a position to discuss the results of such investigation at this time. We hope, however, to be able to give a complete account of these suggestions in the near future.

A fine start has been made on this new program and it is hoped that mail addressed to "The Suggestion Box" will increase as time goes on.

Those who have responded to the initial call for new ideas are: Ward W. Dean, Electrical; Richard D. Goldy, Electrical; Avon J. Hall, Bridge; Geo. A. Heffernan, Bridge; Fred Hoeger, Electrical; Marcel Ludany, Bridge; Viny Markle, Survey & Plans; El. J. McCardell, Administration; Julius J. Newmark, Administration; Howard C. Opliske, Maintenance; Frank J. Spagnola, Survey & Plans; Ralph Stouffer, Electrical; and Rudolph Vogel, Survey & Plans.

W. H. Spencer, Chairman (B); A. Egan (A); J. Madden (C); R. G. Martin (E); J. R. Hunt (EL); W. J. Ryan (L); K. B. (EL); M. R. MacMullin (P) and Velt Sams (RE).

Nominating: Paul F. Cranner, Chairman (A); A. P. Gabrenas (B); Alex Cohen (C); T. W. Emmons (E); J. C. Smoliga (L); Earl Storer (M); Frank Harris (P); John Watt (RE) and R. Goldy (EL).

Highlights: W. E. Beckner, Chairman (M); J. J. Patrick (B); Fred Claus (C); Robert Shreve (E); J. R. Hunt (EL); Ralph Sherman (L); Cyrus Card (A); George Cumberly (P) and E. Drake (RE).

Membership: John Curran, Chairman (C); Frank Skillman (RE); Harry (L); Tony Kuhn (M); W. Wharton (P); E. Knorr (E); K. Rice (A) and J. T. Deter (EL).

Constitution and By-Laws: W. B. Haney, Chairman (RE); Frank Devereaux (E); Charles Fearnley (M); Charles Hunt (P); J. M. McDonough (L); C. Hurley (A); L. C. Petersen (B) and S. E. Bullock (C).

Investigating: H. R. Hill, Chairman (A); Clyde Case (A); Harold Rice (A).

Budget: E. J. Palmer (A); Ray Callahan (M); J. Walters (M) and C. Case (A).

Publicity: A. J. Lichtenberg, Chairman (B); Paul Cranner (A); R. Geller (M) and C. Wear (A).

Hospitality: C. W. Case (A).

Service Awards: J. H. Carpenter, Chairman (L); W. C. Davis (A); W. M. Dix (M); Cyrus Card (A); H. N. Kramer (RE) and Chris Kucker (L).

Historian: Paul G. Seffrin (C).

Welfare: A. J. Lichtenberg, Chairman (A); T. W. Emmons (E); Frank Devereaux (E); J. R. Hunt (EL); A. E. W. (L); C. S. Fearnley (M); C. F. Hunt (P) and C. I. Levine (M).

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The other letters rank as follows: (Continued on Page 4)

# THE HIGHWAY

TRENTON, NEW JERSEY

MARCH, 1943

## VICTORY GARDENS

Fernwood Plot Available For Cultivation

"Food will win the war!" To that slogan and upon the urgings of the United States Food Administration, the peoples of this country bent to the task of increasing our food supply for the American Expeditionary Force, our civilians at home and for the needs of our Allies during World War I. As a result of this national effort 25,000,000 new acres were brought under the plow and our farm output reached a new high.

Today America faces an even greater need for food in World War II. We must feed our 5,000,000 troops, many of whom are now fighting on 31 battlefronts on the five continents, some of our Allies, and the starving millions in some of the occupied countries.

Food is not only important in the winning of this War but it is indispensable for the period of reconstruction after the war is over. America must thus become not only the Arsenal of Democracy, but an important Granary of Democracy as well.

Americans are asked to plan now for the greatest planting this Spring in our history. We are invited to turn our fertile soil to growing food to meet our domestic needs and help our brave allies to sustain life as they fight for freedom.

Every citizen who has land to cultivate and the necessary manpower to start a Victory Garden should consider it a patriotic duty to do so. He should grow food on his own land or cultivate land on which he has some right of access.

The State Highway Department has 4 1/2 fertile acres at Fernwood which would make a Victory Garden. There are willing Highway employees who have already expressed a desire to turn from road-building and maintenance to farming in their spare hours. The State Highway Department is glad to respond to this patriotic wish.

This plot of 4 1/2 acres has accordingly been set aside at Fernwood and a plan has been evolved for allotments to Highway employees for such gardens. Robert Green, Landscape Engineer, has been put in charge of allotments and will advise employees on gardening practices.

Here is another way in which employees of the State Highway Department can help in the war effort. If you want an allotment, write today to Robert S. Green, in care of the Maintenance Division of the State Highway Department. He will respond at once to your inquiry and your request.

Let's make Fernwood the finest cooperative Victory Garden in the State.

Spencer Miller, Jr.

State Highway Commissioner

## What Next?

While patrolling Route 2 at 4 A. M. recently, Foreman Benjamin Cortese and three members of his sanding crew, John Bush, John Grownney and John Potanik had an unusual experience.

As they were proceeding down the highway they were hailed by a motorist whom they imagined to be in difficulty due to the icy condition of the pavement. Upon stopping to render assistance they found themselves cast in the role of obstetricians, for a Mrs. Miles, the wife of the distressed motorist, had just given birth to a six pound boy!

Proving themselves equal to the occasion, these Highwaymen rendered every assistance to the mother and then rushed her to the Hackensack Hospital where we are glad to report both mother and baby are doing fine.

It is nice to add that Messrs. Cortese, Bush, Grownney and Potanik have also recovered from their experience.

## BUY WAR BONDS AND STAMPS

## Death Claims Hankins

It is with regret that we report the death of Mr. Warren Hankins, 164 Water Street, Mt. Holly, on Tuesday, February 23rd. Mr. Hankins was first employed by the Department on April 7, 1936, and worked in the landscape crew under Foreman Fred Floel, operating on State Highway Route No. 40, the Rockefeller Memorial Highway.

"Bud" as he was best known to his friends, was one of the oldest members of the Volunteer Relief Fire Company No. 1 of Mt. Holly, having been an active member for over thirty years, and will be sincerely missed by his fellow employees. He is survived by a widow, to whom we extend every sympathy.

## A USEFUL TIP

When your bottle of Hyperion Writing Fluid runs dry you can make an adequate substitute for it, a solution of baking soda and water. This makes an excellent bleach which brings out the natural white of the blue print where ever applied.

## Weather Analysis Hobby with Ristow

MARVIN A. RISTOW

To a great majority of the employees of the Highway Department the weather is just something that is enjoyed, endured or talked about, but to Edward Ristow of the Administrative Filing Bureau it is a much more animate subject.



EDWARD RISTOW

In 1926 Ed belonged to the Y. M. C. A. Each boy in his group was required to have a hobby. At that time Ristow worked with the Highway Department in the Broad Street Bank Building in Trenton, and, since the Government Weather Bureau was located on the second floor of the building, Ristow decided that he would make "weather" his hobby.

Ed became a frequenter of the Trenton Public Library and read every book on the shelves pertaining to the subject. He made himself acquainted in many ways with the weather. From the copies of Government publications relating to Meteorology, received instructions from the Bureau employees and soon was helping make observations.

Ristow was an avid pupil. By 1930 he was given the title of "Cooper's Weather Observer" and was permitted to establish an observation station in his own home, officially designated as "Trenton No. 2." Since 1938 he has been called in frequently to assist at the Trenton Weather Bureau when regular employees have been indisposed and some time ago was sworn in as an official "Airway Observer." Ed can draw weather maps and has often helped the Maintenance Division in its snow removal work.

Like most others, Ristow has other hobbies and interests. He is a stamp collector of parts; Sunday School Superintendent at Woodside Chapel; an Auxiliary Fireman and an Assistant Zone Warden, A. R. P.

## Marriage Follows Commission

On February 9th, Miss Priscilla Greely of Madison, Wis., became the bride of 2nd Lieut. E. V. Connett 4th of the U. S. Signal Corps in a ceremony performed in that city. The groom, who is the son of the State Highway Administration Officer, had recently received his commission at Fort Monmouth.

At the time of the marriage Lt. Connett had orders to proceed immediately to Reno, of all places. These were later changed and he is stationed at Drew Field, Tampa, Fla.

While attending the services, E. V. C. Sr., took time to visit the Wisconsin Highway offices for the purpose of seeing how the other fellow does it.







## Meet the Gang



This month we present the Maintenance Crew of Foreman George Oliver of New Brunswick who maintain Route 25 from Deane to the Raritan River Bridge, Route 25 from R. R. at Adams Station to Route 25, Route 25 from Adams Station to New Brunswick (via Livingston Ave.), and Route 28 from New Brunswick to Old Bridge.

In the above photo Foreman Oliver appears on the left of the standing row. Others standing from left to right are: Lawrence McClay, Harry Fine, Abe Stevens, William Crawford, Michael Rosta and Peter Puccio. Kneeling are: John Bevoqua, Paul Banner, Charles Skaker, Stanley Wood and Anthony Mantuano. The average length of employment of this group is eleven years which speaks well for the foreman, the gang, and the Highway.

George Oliver is the veteran of the group, having come to the Department in 1924 and was made a foreman in May 1926. George has a son in the Air Corps and spends his leisure time hunting and fishing.

Michael Rosta is the next oldest employee, having joined the Highway forces in 1929. In 1935 Mike suffered two broken legs as the result of a highway accident, but he is in good shape once again. The result of a highway accident, at which time he received fractures of both legs and one arm. Like Rosta, Skaker is now recovered. Charles Skaker, the driver of one of the gang's trucks was also injured in the 1935 accident, at which time he received fractures of both legs and one arm. Like Rosta, Skaker is now recovered. Charles Skaker, the driver of one of the gang's trucks was also injured in the 1935 accident, at which time he received fractures of both legs and one arm. Like Rosta, Skaker is now recovered.

Anthony Mantuano, who has been with the Department for over ten years, is proud of the fact that he has three sons in the Armed Forces of this country. John Bevoqua is also represented in this category with a boy in the Army.

Paul Banner, driver of the second truck in this gang, is an ex-Chief of the Maple Meade Fire Department. Two other members of the gang who are ardent hunters and fishermen are Abe Stevens, a veteran of the last war and Harry Fine, the grader operator. Stanley Wood, who is expected to be called for service with the Army any day now, is the son of Foreman Hargreaves, started this series.

## Electrical Flashes

REG K. BOWEN

The recent installation of the new traffic light at the Newark Airport Army Camp had its amusing side. When everything was in proper working order, Major Donaldson, the commanding officer, was desirous of learning how the signal operated. In their enthusiasm to see that his education was complete, Al Wright, George Goidy and Courtney Raymond all took a hand in the ensuing explanation. Unfortunately they not only talked at the same time, but practically obliterated the Major's view of the controller in their anxiety to see that nothing remained unexplained. Finally, despite these handicaps and the rain that was falling, the officer signified that he understood thoroughly.

He then invited, or rather insisted upon the Highway men joining him in reviewing his M. P. guards. Standing in the downpour in their best military manner, Messrs. Wright, Goidy and Raymond watched the review and listened to the detailed explanation of how the traffic light operated, as the Major instructed his men. The one bright spot in the day came when the officer paid tribute to the fine cooperation of the Highway Department in solving what had been a most dangerous traffic hazard.

New traffic signals have recently been installed at the Fernwood by this division. This move became necessary because of the greatly increased traffic to the Eastern Aircraft Company not far away. The installation of this signal and the new lighting unit will enable drivers entering and leaving Fernwood to do so with much more safety than heretofore.

Civilian Defense has found many volunteers within the ranks of the electrical Division. Among those who are actively engaged in this manner are: Al Wright, a Zone Garden in Ewing Twp.; William Warren and Frank Walsh, Warblers in Trenton; Marvin Polhes, Warden in Belmar, while Nor-

## Maintenance Notes

GENE BECKNER

This Division is justly proud of the record of its employees in Civilian Defense Activities. Almost every employee is doing his or her part here on the home front in territory extending from Cape May to Sussex. As evidence, we give you two extremes.

Down in Cape May County, Foreman Ralph Evans is District Director of the Cape May County Air Craft Warning Service and has put in nearly 900 hours actual observing himself. Ralph has enlisted as assistants at his particular post Wesley Bates, Harry Tozer, Horace Hess and Fred Spalding, all employees of the Department. Not satisfied with this, Ralph has also called on the members of his own family.

Mrs. Evans has around 1000 hours observing time to her credit and Ralph, Jr., over 500. Another son, John, was an observer before enlisting in the U. S. Navy. John was home on furlough recently after a convoy trip to North Africa. Other Maintenance Division employees serving as observers on other posts in Cape May County are Charles Carlisle, Otis McKaig, Milton Thomas, Monroe Chambers, and Francis Crema.

From the other end of the State up in Sussex County, Foreman Sydney Webster advises that the following members of his gang recently reported en masse to the Red Cross Headquarters and donated their blood to the Blood Plasma Bank: Clarkson Benson, Arthur Van Gorden, Charles E. Rush, Jr., Joseph Fountain, and Benjamin Van Orden.

Peter Spinelli, truck driver in "Jeff" Johnson's landscape maintenance crew, who is seriously ill, is now confined to the Veterans' Hospital in the Bronx, New York City. He has our best wishes for a speedy recovery.

Joe Petta, formerly employed in Bob Green's Landscape Division Office, writes that he is stationed at Southern Field, Americus, Georgia, with the U. S. Army Air Corps. He has had several hours dual flight instruction and by the time you read this will probably have made his initial solo flight. Joseph Mahan, of the Electrical Division, is an uppclassman at this same field.

The Electrical Division has learned that they must return borrowed goods. Over five years ago Equipment Operator Thomas Gidley was borrowed from the Equipment Division. This week Willard Emmons insisted that he be returned immediately. Fortunately no interest was charged.

One of our most active workers in the cause of Civilian Defense is Miss Grace Moore, who has since our entry into the war, devoted a large part of her time to organizing as well as instructing classes in first aid, surgical dressings and home nursing. Because of her enthusiasm many of our citizens are now well equipped to handle various emergencies.

**Illness Fatal to Mooney**  
John Mooney, of Ledgewood Avenue, Netcong, died at his home Monday, February 15th, after a short illness. Mr. Mooney was employed in the Maintenance Division on June 20, 1930, and had worked in the maintenance crew under Foreman L. C. Ely since that time.

## HONOR ROLL

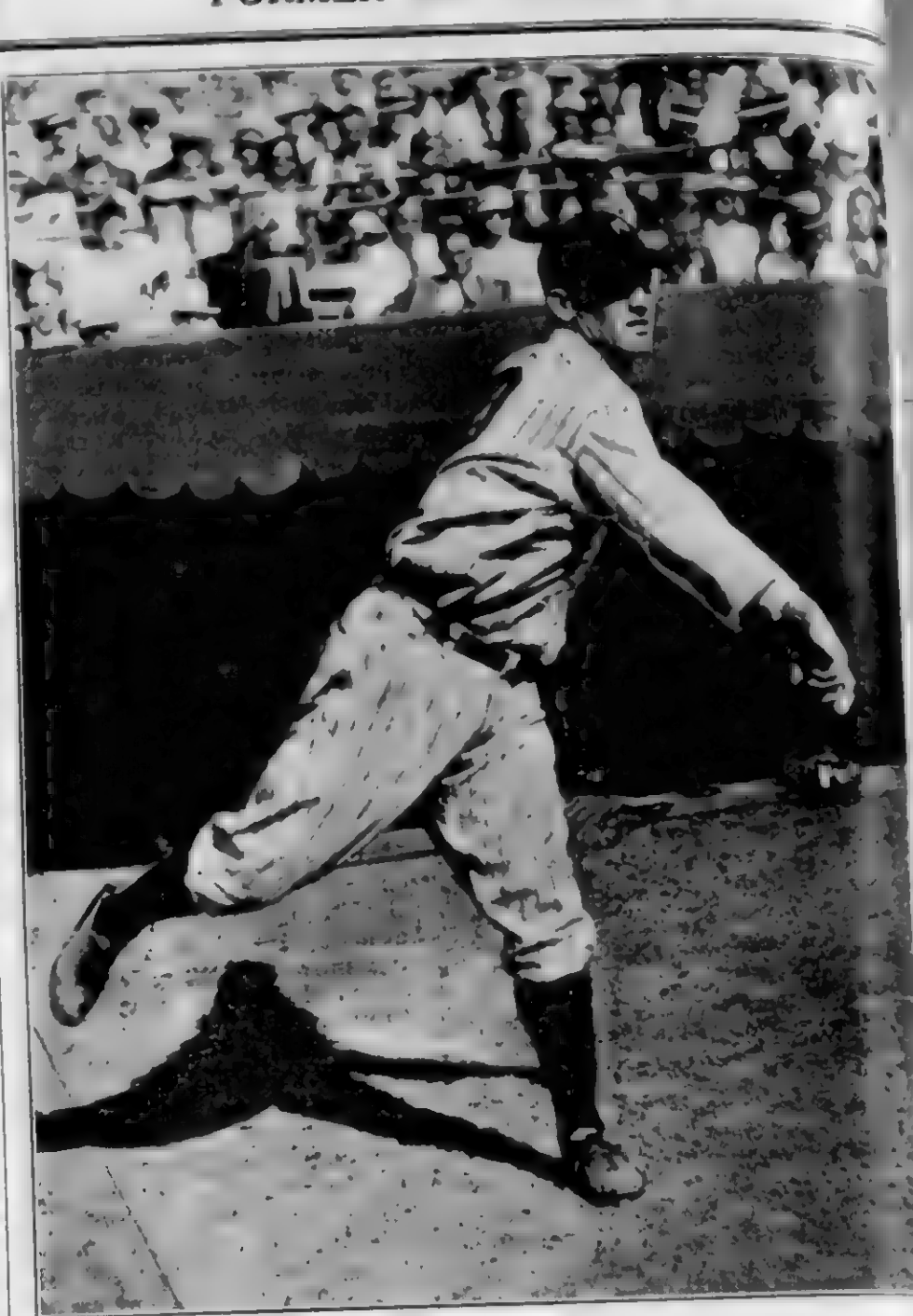
(Continued from Page 1)

A-12, D-16, E-6, F-17, G-12, H-19, I-5, J-0, K-12, L-19, M-9, N-20, O-5, Q-3, P-18, Q-1, R-17, T-14, U-1, V-4, W-13, X-0, Y-8, and Z-0.

When "Dutch" answers reveille he will add one more to the "P" list, but his cheerful, characteristic smile will be missed by the Highway Department.

He first started among the road-builders as an office boy, an alert, clean-cut chap. His friends were pleased recently when he was chosen as an "outside guard" with finesse in meeting all comers.

## FORMER BIG LEAGUER



Charlie Hargreaves Starred for Many Years In National League

With the New York Yankees scheduled for Spring training at Asbury Park and the Giants at Lakewood, New Jersey should be more than usually baseball conscious this year. And speaking of baseball, we wonder how many of the Highwaymen know that Foreman Charlie Hargreaves of the Maintenance Division is the same individual that starred with the Brooklyn Dodgers and Pittsburgh Pirates between 1923 and 1928.

As a member of the Dodgers, Charlie was generally recognized as one of the outstanding receivers in the league. He was the type of big husky catcher that pitchers like to pitch to, and his throwing arm was strong and accurate. In fact, he seldom let the runner on first base advance via the base stealing route. When Charlie pegged to second his throw generally arrived well in advance of the runner. At bat Charlie, while no Lombardi, hit well above the average for catchers and had a habit of delivering a base blow when it meant most.

Teamed up with Dazzy Vance, one of the outstanding pitchers of all time, they made up a colorful and formidable battery. In the roaring twenties they contributed much to whatever success came to Brooklyn in those days.

Charlie, a native of Trenton, started his baseball career as a semi-professional at the age of fifteen with the old American Bridge team. For the next few years he starred on many local teams, notably Empire Tire, Trenton Car Shops, Merchant Ship and J. N. Barber. In 1921 he began his professional career with Rochester of the International League and was later farmed out to Pittsfield of the Eastern League.

In 1923, Hargreaves was purchased by Brooklyn and there he remained for the next six years. The Dodgers traded him to Pittsburgh in 1929 where he caught regularly for the next two years before going to Newark of the International League. He remained with the Bears until 1934 and was then sent to Baltimore of the same league.

He left the Oriole City that same year and returned to Brooklyn, where he had long been a favorite of the Flatbush fans, and joined the Bushwicks generally recognized as one of the fastest semi-pro teams in the nation. Charlie continued in harness until 1941 when he retired from baseball after a quarter of a century of active participation.

At present Hargreaves is working under the supervision of Mike Lanzaro down on Long Beach. Mike suggested that since most of the younger players are in the armed forces, Charlie take his catcher's mitt down there and work out. Mike felt that since the armed forces are taking all the younger players, some hard-pressed manager might find the "ole hoss" a valuable asset.

"When the time comes that they'll need me, it's a safe bet that baseball is through for the duration," opines Hargreaves.



PVT. ED. CLARK

As typically representative of the Marine Corps, we give you Ed. Clark, formerly an employee of the landscape maintenance division. "Gooks," as he is popularly known, stopped in the office the other day and entertained us all with tales of his "Boot Training" at Parris Island. If the Marines ever find time to put on a show similar to "This Is The Army" they should certainly make use of his talent as a raconteur.

A premature sign of spring—the snow was no sooner off the ground than Russ Geller had those golf clubs out polishing them up. Sure enough, along came that delightful weekend over Washington, and Russ was out covering the Yardley layout. Nothing like being prepared says Russ.

Foreman Joseph J. Tymen is still confined to his home with illness. Joe has had more than his share of bad health recently and we hope to see him up and around again soon.



# THE HIGHWAY



VOLUME 1 — NO. 9

TRENTON, NEW JERSEY

APRIL, 1943

## Cheesequake Quakes Again



It seems as though careless drivers are intent upon wrecking the Cheesequake Creek Bridge before the new structure, which is rapidly nearing completion, is opened to traffic. Only recently a large oil truck attempted to cross while the thirty-year-old bridge was being raised. The resulting crash, which is vividly shown in this picture, was caused when the load dropped on into the raised leaf. The driver sustained a fractured skull but has now recovered. Bridge Operator Edwin Wheeler, who led a calm life before joining the Highway forces last December, had an exciting few minutes and can't help wondering what the future holds in store.

## 10-yr. Club to Hold Provide New Sites For Victory Gardens

John M. Curran, chairman of the Membership Committee of the 10-yr. Club is making every effort to bring in as many new members as possible during the coming year. Assisting him in this work and acting as divisional committee members are: Frank Skillman (RE), Harry Jefferson (B), Jack Warren (L), Anthony Kuhn (M), Wm. Wharton (P), Ed. Knorr (E), Kenneth Rise (A), J. T. Deter (EL).

The only requirement for membership is that an employee shall be male and have been in the employ of the State Highway Department for not less than ten years. Gainful employment with no lapse in such employment of more than one year, except that in case of layoff the purpose of economy and without fault of the employee.

There are many men in the Highway Department who are eligible for membership in this organization but who for various reasons have not become members. It is the hope of President Palmer that before the present year is out, all such employees will be members of the 10 Year Club.

## Hall's Suggestion Gets Immediate Action

For some time it has worried Alvah Hall to see electric lights burning when they were not needed. He often said as much in no uncertain terms, but until Commissioner Miller came forth with his invitation to all employees to send suggestions to the SUGGESTION BOX, there was little success attached to Mr. Hall's one-man campaign for economy. When, however, the opportunity was afforded to go further with his ideas, Mr. Hall lost not a moment. He sat down and wrote to the SUGGESTION BOX and outlined his theory of electrical conservation. This, in turn, was brought to the attention of the Commissioner with the result that an order, directing that all lights be turned off when not in use, was distributed throughout the Highway Department.

This is a good example of the value of ideas that come from men throughout this organization. Congratulations to Mr. Hall in being the first man to submit a suggestion that was accepted.

## BUY WAR BONDS AND STAMPS

## Spare Hours Can Help the War Effort

### HIGHWAYMEN ARE URGED TO TAKE PART-TIME EMPLOYMENT

Ultimate Victory shall be ours! Recently we have witnessed the initiative in the war changing hands. No longer can the Axis dictate where and when the next blow will be struck. Today and henceforth this determination must remain with the United Nations.

But let us not be deluded. The road ahead is long and hard. In the days to come, America must work and fight with a determination born of the knowledge that only through the exertion of every effort can this Victory be secured.

In every city and hamlet in America busy hands are turning out the vital tools of war. With full knowledge of the responsibility that is theirs, many of our employees have expressed a desire to work in some essential industry during the hours when they are not engaged in carrying out their duties with the Highway Department. Others within our ranks are already devoting a large part of their spare time to production of this nature. Nearly eight hundred employees of the State Highway Department are either in service or related war industries.

Manpower is as essential on the production front as it is on the battle line and no job is too small, or no hours too few, to add to this mighty flow of vital material. Industry has long since recognized the value of part-time employment and is making every effort to adjust working schedules to accommodate those who are willing to devote a part of each day to this work.

It is the patriotic duty of every employee of this Department to cooperate to the fullest extent with the war effort! As part-time employment is a definite way in which we can cooperate, I urge all Highway employees who are able, to seek such employment. In so doing, however, it should be understood that these employees are subject to call for any emergency that should arise in connection with the work of the State Highway Department requiring their services, and that this Department definitely has first call on the employee.

Outside employers, therefore, should be thoroughly acquainted with this fact when engaging an employee of the Highway Department, and furthermore these employers should acknowledge this precedence in writing to the Department.

With this in mind, I hope that all able-bodied men in our Department will see their way clear to turn their spare hours into productive hours in the cause of Freedom.

SPENCER MILLER, JR.

State Highway Commissioner.

## BREAKING GROUND AT FERNWOOD



Commissioner Miller, who for many years has cultivated a garden at his home in South Orange, was on hand for the ground breaking ceremonies at the Fernwood Victory Gardens.

## Elect Officers

The first annual meeting and election of officers of the State Bridge Employees Association was held on February 26th. As a result of balloting on that occasion the following officers were elected for the ensuing year: President, James Lipari; Vice-President, Fred Hoffman; Recording Secretary, Percy Stuermann; Treasurer, Harold Vaughn; Financial Secretary, Albert Giberson; Trustee, Phineas Marr.

In addition to the officers elected, the following committees were appointed: By-Laws, Elias Argus; Donald Thompson, Phineas Marr; Legislative, Joseph Radford, James Lipari, Fred Hoffman; Entertainment, Frank Herbert, Robert Kinsey, Albert Giberson; Delegates, for Northern Division, Charles Peschken, Charles Simonon; Dele-

## Victory Gardens At Fernwood Now Under Way

Blistered hands, aching backs and a little sunburn are about the only crops harvested from the Fernwood Victory Gardens to date, but judging from the enthusiasm of these tillers-of-the-soil, and the amount of seeds that they have sown, honest-to-goodness vegetables will be growing soon. It is surprising to see how this waste land of yesterday is being transformed into a tidy, well-kept garden. Its transformation is a tribute to the industry and ability of our amateur farmers as well as to Mr. Connett, who, through his conception of the idea, made possible this project.

Since many of those entering upon this Victory Garden project are tilling the soil for the first time, it was important that they thoroughly understand the basic principles of gardening. The role of an instructor has been capably filled by R. S. Green, Landscape Engineer, who has devoted many hours to imparting valuable information to these aspiring amateurs.

### Know Their Onions

It is truly remarkable the way office and shop workers, who but a few weeks ago couldn't have told the difference between a parsnip and a turnip to save their lives, now argue the advantages of kale over Swiss chard, or discuss at length the respective merits of rutabagas and kohlrabi. In fact it has gotten to the point where the little string-bean is now referred to (and quite properly) as the snap bean.

Tomatoes might have been either to-MAH-toes or to-MAH-toes in other years. Now they can be spoken of only as Marylones, Rutgers, Scatter Toppers or Earlianas. And it doesn't stop there. Already long discussions have been held on the subject of canning the products of these Victory Gardens. One faction steadfastly maintains that the "pressure" method is without equal, while others are sure that nothing produces quite the results obtained by "cold packing."

It is impossible to predict, at this early date, what the exact outcome of all this boundless enthusiasm and energy will be, but if we may hazard a guess, we would like to go on record as saying that if any better cooperative Victory Garden is developed in New Jersey, it won't be because the boys didn't try their best. Much credit should go to Landscape Foreman Frank Vail and Russell Hulce, George Daube, Anthony Russo and Harry Williams for the enthusiastic manner in which they prepared this field. Victory gardening at Fernwood would have been a lot tougher without the aid they gave.

STATE OF NEW JERSEY  
STATE HIGHWAY DEPT.  
TRENTON

March 4, 1943

## ORDER

For the conservation of fuel and electrical energy, it is directed that all lights in the various offices of the State Highway Department be turned off when not required for the efficient performance of our work.

It is further directed that when the offices are being vacated or closed, that the last person out turn off the lights.

(Signed)

SPENCER MILLER, JR.

State Highway Commissioner

(Continued on Page 3)









## THE YEAR IN RETROSPECT

### PROGRESS OF FIRST YEAR REVIEWED

Events frequently move more rapidly than the years! This is particularly true of war time when one event crowds hard upon the heels of the next.

A year has come and gone since I took the oath of office as State Highway Commissioner on April 30, 1942. As my second year begins, I am prompted to reflect on my first impressions of the State Highway Department during the year which has quickly sped.

When I took office, I literally had not met any of the members of the State Highway Department, though I knew many of them by reputation. I had seen abundant evidence of the skill of the engineers and employees in the construction and maintenance of the roads and bridges of the State over which I had travelled.

My first impression of the Department was of a State agency with high technical standards, with a body of devoted civil servants, with up-to-date equipment, and a vast potential for serving the people of the State. My further impression was of a Department in the process of adjusting its peacetime activities to wartime restrictions. It was not unreasonable moreover to find evidence of inner disintegration in an agency which had passed through a searching investigation, followed by a substantial loss in personnel due to the war, and consequent drastic curtailment in its Work Program.

As I looked deeper into the Department I found that there were many stars in the organization but not much teamwork, a lack of close cooperation between the several divisions, a want of any overall objective or plan, and the absence of any broad public relations program. Due to the absence of any clear-cut personnel policy, there were evidences of many minor irritations among the employees and some indication of major discontentment.

We have faced these conditions together during the past year and have acted on the basis of these facts. We have introduced a new personnel policy. We have instituted regular staff conferences. We have begun a policy of consultation with groups and agencies throughout the State. We have laid the foundation for an overall plan for the State; we have begun some needed reorganization of the Department. We have created an Award of Merit among the employees and have begun the monthly issuance of "The Highway." All these things have been accomplished in the past twelve months. But the job is not finished.

Of one thing there can be little doubt, we know one another better; we all have a clearer idea of our obligation to carry on while our former associates are in the armed forces. We are having more consultations, more team-play, more co-operation and as a result, more coherence in the work of the Department.

Our motto then for this second year might well be, "Forward Together on the Road to Victory!"

Spencer Miller, Jr.,  
State Highway Commissioner.

## High Speed Driving Must Stop At Once Says Comm. Miller

### Many Violations Reported

Despite repeated warnings, a few drivers of Highway cars and trucks are still exceeding the War Speed limit of 35 miles an hour. In some cases violators are driving at speeds of 50 and 60 miles an hour, according to reports which come to Commissioner Miller every day.

In speaking of this disregard for orders on the part of a few, the Commissioner recently said, "High speed driving in State Highway vehicles will not be tolerated. The vehicles will not be forced to increase their normal mileage in order to keep abreast of the additional duties imposed upon them by the war."

## Efficient System Gets Checks Out On Time

"Neither snow, nor rain, nor heat, nor night stays these couriers from the swift completion of their appointed rounds."

Wholly appropriate for the execution of the efficient New Jersey State Highway Department in the year 1943.

In his prophetic vision Herodotus, the Greek historian (425 B.C.), gave the tribute immortality in his reference to the Persian messengers who traveled "with velocity which nothing human can equal."

The facade of the New York postoffice, Eighth Avenue, as well, preserves the phrase with letters chiseled in everlasting granite.

The realization that there is unwavering application to duty throughout the Highway Department is an assuring thought for the Maintenance Division crews. They can feel certain that they are not forgotten men at headquarters whether laboring night or day in torrid temperatures or frigid blasts. The most tangible proof of this contact is the regularity in the arrival of their pay, for the schedule has not varied by minutes in the course of the years.

What may not be realized, however, is that this dependable record is frequently maintained through the sweat and the expenditure of nervous energy back at headquarters. Every account must balance to the penny for the benefit, both of the recipient and State, and the day is not ended—early or late—until it does.

The State comptroller and State treasurer prepare the checks for salaried employees on statistics from the office of Eugene J. Palmer, assistant administrator, clerk, who has Margaret Anderson and Marion O'Hara as assistants.

A check may appear to be just another piece of paper, but when it represents the credit of the State every precaution must be taken to have it accurate. Accordingly, it is interesting to recount the detailed procedure followed in the Highway Department in turning out the finished check for men on the hourly basis.

The foremen prepare the time sheets and from these the Maintenance Division types the payroll for scrutiny by Marvin L. Howell, Chief Auditor and Accountant, "Hawkeye" of the Auditing and Accounting Bureau. Charles A. Hurley, cost accountant, fixes it with x-ray eyes, and his office compares the totals with the time reports sent from the field for each day of the month.

When the list survives that ordeal it is delivered to Clyde W. Case, head of the paymaster division.

(Continued on Page 5)

## Highway Leads in Mileage Reduction

According to Wayne T. Cox, State Government Mileage Administrator, the Highway Department is more than doing its share to conserve gasoline and rubber for war use.

In order that you might have a first-hand picture of the results obtained under restricted use of State Highway vehicles, we visited Mr. Cox in his Trenton office and found him most enthusiastic over the part that Highway employees were playing in this major war effort.

An example of the saving accomplished by this Department is the mileage figures for the month of January during the years of 1941 and 1943:

	total mileage
January (1941)	842,300
January (1943)	337,444
reduction	304,919

During the month of February this total was further reduced to 266,709 miles. It should be remembered, however, that February was a short month and contained two holidays. Despite this the trend appears to be definitely downwards.

This reduction, according to Mr. Cox, has been made possible by the wholehearted cooperation of the employees of the Highway Department. In speaking of this cooperation, Mr. Cox said, "It is not to be expected that this reduction was made without hardship, disruption of routine and some sacrifice in efficiency. The seriousness of war requirements, however, dictates that unnecessary mileage must leave the roads."

Besides serving as an inspiration for other departments, Mr. Cox said that the State Highway Department has proven in many ways to be one of the most cooperative units in the State. "Not only have they effected a great reduction in total mileage of State-owned vehicles, but they have materially assisted the War Price and Rationing Board as well as this office by thoroughly investigating all private requests for additional gasoline for the purpose of driving to and from work. So fair has their attitude been in handling such matters that we accept their recommendations without question."

Mr. Cox further stated that the State as a whole had now achieved its quota of 40% reduction in mileage. The fact that the State Police and the Department of Motor Vehicles had been forced to increase their normal mileage in order to keep abreast of the additional duties imposed upon them by the war.

## Meet the Gang



Foreman Charles Keiderling, Jr., has sent in this picture of his Gang, thus saving gas and rubber for the Department. The crew maintains Route 34 from Route 33 to Laurelton and Route 38 from Route 31 to Route 35 at Belmar and work out of the neat, well-kept office near the Brielle Circle on Route 34. Other headquarters are at Ashbury Park.

In the above picture, standing from left to right are: Edward Morton, Addison Bennett, Chester Gravatt, William Brown and Ernest Hendrickson. Seated, left to right are: William Morton, Clarence Jones, Clifford Brower, Harold Stoen and Francis Thompson. "Nellie" the mascot adorned herself with cap and sun-glasses for the occasion. Because Foreman Keiderling took the picture it was necessary to use his photograph as an insert.

Chester Gravatt, aged fifty-three, died since the group posed for this picture. He is survived by a widow and a son in the service, whose exact whereabouts, while unknown, are believed to be in the South Pacific. The passing of this respected member has left a void that is deeply felt by those with whom he worked. He was a conscientious and faithful employee.

Two members of this gang are now in the Army, and William Brown and Ernest Hendrickson each have a son overseas with the Armed Forces. William Morton, who is affectionately known as "Pop" to the rest of the boys, is the oldest member of this crew. Although he is nearing seventy he is a most enthusiastic farmer and maintains a neat little garden and chickens near Neptune City.

Clarence Jones was a carpenter before coming to the Highway Department eight years ago, and his experience has enabled him to erect all of the gang's buildings. Clifford Brower, the truck driver, is an enthusiastic bowler and shuffle board player and his friends maintain that he is one of the best. Harold Stoen is so fond of food that he can be found nearly every night at the Manasquan diner passing out the hamburgers.

Ed Morton's main worry at this time is the completion of a home he has started to build. His arguments with the OPA are long and determined but futile.

Addison Bennett has a hobby that pays dividends. He raises turkeys and as far as he is concerned the Thanksgiving season is the year's highlight. And before we forget it, Charlie Keiderling himself, has a spare-time hobby that keeps him busy. He is a woodworker, an enthusiast who spends his evenings bending over a lathe, working on other gadget, turning out anything from candlesticks to tables. In addition to this Charlie was Secretary of the Belmar Chamber of Commerce for 15 years and was formerly Postmaster of that resort.

## HONORED



FRED QUINN JOHN GLEECKMAN  
Quinn and Gleeckman Elected Trustees

Fred Quinn of the Electrical Division and John Gleeckman of the Equipment Division were elected to the Board of Trustees of the Mercer Council, N. J. Civil Service Association at the annual meeting of that organization held in the board room of the State House Annex on Thursday evening, March 4th.

As a result of this election, Quinn and Gleeckman join with W.

Carman Davis, Charles I. Levine, Charles A. Hurley and William R. Wildblood as members of that board. Another Highway candidate, Alcad Wright, of the Electrical Division failed to win election by the narrowest of margins. Both Quinn and Gleeckman have been active in the affairs of Mercer Council for some time and their election comes as a fitting climax to their efforts on behalf of civil service.

## MAINTENANCE NOTES

GENE BECKNER

Florence King is back from a two-week sojourn in Florida. She reports that the winter resort state has taken on all the outward aspects of a military campsite, but that they still manage to take excellent care of winter vacationists.

Our sympathy is extended to Abram O'Hare, of Flemington, whose son, Sgt. Arthur F. O'Hare, has been reported as "missing in flight." Abe, who has been employed in the Maintenance Division since 1930, is now on leave of absence. The terse War Department telegraphic message announcing the loss marked the initial casualty in the Flemington area since the beginning of the war. Sgt. O'Hare, who was only 18 years of age, was known to have been on anti-submarine patrol duty, and it is presumed that he was lost aboard a plane while on a training flight "somewhere between Charleston, S. C., and Jacksonville, Fla." He had been stationed lately at the Charleston municipal airport.

Word has finally been received from 1st Lt. Charles J. McGinnis, of the 39th Engineers, who is stationed somewhere in Alaska. (A.F.O. 980, c/o Postmaster, Seattle, Wash.) Charlie recently received an interesting letter from "Mac" in which he sends his regards to his many friends here in the Department. He reports that he has a great deal of Frank Higgins, George Kraus, Tom La Bar, and Paul Davis, of the Projects Division, and of Carl Tegan, of the Construction Division.



LT. JOHN R. BRUTHER

In the December Issue of THE HIGHWAY, announcement was received that John R. Bruther had received his wings and had been commissioned 2nd Lt. in the U. S. Army Air Corps. Word is now received that Lt. Bruther is at present stationed at Columbia Air Base, Columbia, S. C., undergoing advanced training prior to active assignment.

He is in command of a B-25 Medium Bomber (Tokyo Style) and has in his crew two other commissioned officers and three enlisted men. They have been engaged in practice bombing and are attending school regularly brushing up on tactics of enemy fighters—so it may not be long before John gets his crack at a Zero or an F. W.

"Seated one day at the organ," is more than an exhortation from a memorable song to two employees of this Division. If by chance any of you should stray into the Broad Street Park Methodist Church in Hamilton Township some Sunday morning, you will find seated at that organ Eleanor M. Elston, of this Division. Mrs. Elston, long an active member of the above congregation, has recently assumed the duties of organist and from reports has been doing a most creditable job. The other employee who follows this same avocation is Landseape Foreman J. E. F. Johnson, of Lawrence Brook Road, New Brunswick, who plays the organ at a church in the suburban community of Highland Park.

Three employees of this Division, who were drafted for military service, have been honorably discharged at their own request when such action became possible to over-age draftees, and have returned to their employment with turned to their employment with

## Devotes Spare Time to Music



### HANCOX WELL KNOWN AS ORGANIST

This month we started out to tell the story on one of the blacksmiths when we ran across the very one we intended to write in a magazine published by the Hammond Organ Company. We quote from the Hammond "TIMES" of November, 1940:

"This is the story of a blacksmith who plays the A Chorus—when he's off duty."

"The gentleman in question is Benjamin Hancox, who resides at Titusville, N. J., a picturesque community on Delaware River less than a mile from Washington's historic crossing. Life begins for Mr. Hancox at twilight, after hard day's work at the Fernwood plant of the New Jersey Highway Department where, with five other men, he has been keeping the State's snow equipment in perfect shape the past ten years. But when night falls, Mr. Hancox turns his real delight in life—music. Titusville treasures its muses, evenings in the oak-paneled living room of the home overlooking the Delaware which Mr. Hancox built for himself and his wife. As likely as not if you step into the charming Hancox home of an evening, you'll find Mr. Hancox presiding at his Hammond organ accompanied on the piccolo by a good friend and neighbor, Austin C. Cooley, Treasurer of John A. Roebing Sons and Company, builders of the Brooklyn and George Washington Bridges. Mr. Cooley's son will there too with his flute, and another neighbor brings along his violin."

"And if, of an evening, you fail to find Mr. Hancox at home, you'll probably find him performing with the wide-heralded Shrine organization, the Crescent Temple Chorus composed of twenty-four voices, or singing with the Masonic Lodge Octette. If you want him on a Friday night, the place to go is the Christ Episcopal Church of Trenton. For Friday is the rehearsal night for the choir which he has been directing for the past fifteen years. But in the summertime, if you cock your ear across the road, toward the river, and hear a fine baritone voice gently piercing the peaceful surroundings of the Delaware Valley you'll know that Mr. Hancox is on his home-made sailboat enjoying a leisurely vacation . . ."

"Born in Staffordshire, England, fifty-two years ago of parents who from the start instilled in him a love of music, he could always remember from his earliest recollections, an organ in the house. At an early age he sang in the church choir. At fourteen he left school to enter his father's chainmaking and blacksmith trade, but continued his musical studies at night."

"At twenty-five Mr. Hancox decided he wanted to come to America. He chose Trenton because then, as now, it was center for steel and iron and chainmaking." Since April 28th, 1931, Ben has been employed by the Equipment Division at Fernwood where he has found many who share his love for good music.

Perhaps the question most frequently asked of him whether or not he can play the Anvil Chorus. The answer is yes, and we might add, beautifully.

This Department. We are glad to welcome back Lawrence Fleck, of Foreman Paul Haney's crew, an active member of the above congregation, has recently assumed the duties of organist and from reports has been doing a most creditable job. The other employee who follows this same avocation is Landseape Foreman J. E. F. Johnson, of Lawrence Brook Road, New Brunswick, who plays the organ at a church in the suburban community of Highland Park.

### Congratulations, But How About a Cigar

The stork visited the home of General Solicitor Benjamin C. Van Tine on Saturday, March 20th and left a seven pound boy, Stewart Millway Van Tine. We are glad to report that both Mrs. Van Tine and the baby are doing fine and that "Van" himself, has come through the ordeal without damage. Congratulations.

### Congratulations Young Fella

You would never believe it, but look at him, but Frank B. Northern District Auditor, is actually a great grandfather. He became a member of this most exclusive set on March 6th when his first girl to be born in the family arrived. And is proud.

His son, Private William B. Northern, who worked with the Planning Survey, is unaware that he is a grandfather since he is believed to be on his way overseas. This Bill Bird's second trip across the Atlantic, he spent over a year in France and the American Army in the World War.

## Highway Employees Go "Over the Top" In Plasma Drive

State Highway employees of the Trenton district responded enthusiastically to the recent call for donors to the Red Cross blood bank. In fact, the number of volunteers was great enough to send the Department over the top despite the rather high quota that was self-imposed.

The idea of having a Highway contingent offer their services as a unit was conceived by George A. Hefferman of the Bridge Division. He disclosed his plan to send one volunteer for every Highway serviceman from this area, to Commissioner Miller who heartily endorsed it.



GEORGE A. HEFFERMAN

Armed with official sanction, Hefferman then enlisted the services of two competent aides in Elvin A. Fretton of the Real Estate Division and Frank M. Devereux of the Equipment Division. Their first step was to determine the number of employees from the Trenton district who are now serving in the Armed Forces of the United States.

Setting this figure, which was 116, as a quota, followed with the result that 117 men and women each donated a pint of blood as their contribution to Highwaymen scattered throughout the world. One donor, Elgin Mayer of the Accounting Division, volunteered for the fifth time.

So impressive was the record of the Highway employees, and because this was the first time that any State department had volunteered as a unit, Alan W. Bowers, Trenton Chairman of the American Red Cross and Samuel B. Davies, Chairman of the Blood Donors Service wrote to Commissioner Miller, praising the action and requesting that Hefferman be appointed permanent Chairman of all State employees. The Commissioner gladly granted the request and Hefferman is already busily engaged in planning for the next visit of the blood bank which will be on June 14th.

Many who for one reason or another failed to become donors on this first occasion have already made known the fact that they can be counted on for subsequent donations. In view of the fact that the need for plasma grows each day as many more Highwaymen will enter the Armed Forces in the days to come, this is most encouraging.

Overheard at the Fernwood Victory Garden:  
Roaming gardener: "And what might you be planting my good friend?"  
Energetic Bridge Div. planter: "I don't know, I haven't read the package."

You've done your bit —  
now do your best —  
Buy Bonds!







## Meet the Gang



Up on Route 25, at the Green Street traffic circle near Woodbridge, is a modern highway maintenance depot, almost completely hidden from passing motorists by carefully planted shrubbery. It is the headquarters of the Maintenance Gang of Foreman Arthur Willmott, and from here they cover an extensive territory which includes the sections formerly maintained by Foreman Jules Megules who is with the Army overseas. Altogether this sizeable assignment includes: Route 27, from Metuchen to Elizabeth; Route 4 from Perth Amboy to Route 27; Route 84 from Outerbridge to Route 36; Route 25 from the Raritan River to Elizabeth and Route 35 from the Edison Bridge to Route 25.

In the above photograph, which was taken in front of the Gang's headquarters, reading from left to right in the front row are: Thomas Martin, Michael Botti, William Hoy, Attilio Pesanello and Chester Amerman; in the second row: John Gardino, Charles Bolliger, Amilio Squillante, Pietro Checche, Paul Guzzardo and Fred Semonite; in the rear row are: Simon Sharkus, Joseph Sacco, Charles Brower, George Cotter, Asst. Foreman Frank La Tora and Foreman Arthur Willmott. Absent at the time this picture was taken and confined to their homes through illness were: Harry Kline, James LaBanco, Joseph Antoloni and Gabriel Artinovich.

Three members of this Gang, La Tora, Browers and Squillante, were members of the American forces during the last war, while Botti, who was recently transferred from Foreman Lutz's crew, fought with the Italian army during the same conflict. Although their age will keep many of these men from seeing service in the present emergency several are represented by sons in the Armed Forces. Brower and Checche each have two sons now serving and the following men each have one boy doing his bit: Hoy, LaBanco, Bolliger, La Tora and Guzzardo. Gardino, Amerman and Pesanello have been examined and are now awaiting call to the colors.

Those who are too old to see active service are doing their bit in many ways. Nearly all have gardens and are raising chickens, although none of them can boast of the nearly 1000 fowl that are the property of George Cotter. Others are engaged in part-time employment in some of the many war plants in that vicinity, while quite a few are enrolled as Civilian Defense workers.

Browers, Cotter and Sacco are the truck drivers for this Gang and Sharkus operates the grader. One special assignment that should be mentioned is that of custodian, which is capably handled by Hoy, who also holds the distinction of being former Township Committeeman from Ford.

The oldest man in this outfit from the standpoint of age is Guzzardo who is seventy-three although he doesn't look it. He has been with the Highway for eighteen years. The honors for length of service with the Department, however, go to Jimmy LaBanco and George Cotter who have been with us for twenty-four and twenty-three years respectively. Several others have served for over ten years.

Hobbies with this group were rather hard to track down. We did find out that Squillante, Pesanello and Amerman are ardent hunters and that Gardino would rather go to Ebbetts Field and root for the Dodgers than eat. Most of the boys, however, seem to enjoy working in their gardens and that it about as good a hobby as any man could have at any time, more especially this year.

## NEWARK NEWS LANDandLEGAL

JAMES DRISCOLL

ED. DRAKE

Congratulations to Mr. and Mrs. Harold Lang upon the arrival of a daughter, Louise Marie, on March 29th. Harold is connected with the office of Survey and Plans.

Mr. and Mrs. Al Desimone, (also Survey and Plans) are celebrating the birth of a son. The little fellow has been named Richard John. Congratulations.

Word has been received that the Florida season will not officially close until Archie Patterson and Mrs. Patterson get in that St. Petersburg vacation. They are scheduled to start on May 4th or 5th. Bon voyage.

John MacKenzie expects to become a benedict again in July. He plans to spend his honeymoon in Illinois.

The sympathy of the Department is extended to Howard Rigby, chief of the Montclair office of Survey and Plans, on the recent death of his father.

C. A. Burn, Northern District Engineer, became a grandfather for the first time on March 16th. A daughter having been born on that date to Mr. and Mrs. C. A. Burn, Jr.

Agnes St. John, of the Negotiation and Appraisal office, is back on the job after a lengthy illness. Needless to say, her return is welcomed by her many friends in the Department, all of whom join in hoping that recovery is complete. When asked for a statement all Agnes would say was: "About the only thing I need is a Florida vacation."

Another member of Fred Vollmer's Title Bureau is about to take on a bigger job with Uncle Sam. This time it is Jim Kondas who appeared for physical examination at Camden on April 29th. While the results are not yet known, Jim looks to be in good shape and is anxious to go.

Captain George B. Hood of the Medical Corps is none other than the son of our genial co-worker of the same name. Captain Hood is a graduate of Jefferson Medical College in Philadelphia where he also interned. Prior to joining the Army he was admitted to practice in both New Jersey and Pennsylvania. We feel that his dad has every reason to be proud of the boy.

Word reaches us to the effect that our trio of veterans, Norman Lister, Kirk Schanck and Lemuel Seale, have developed into expert typists during their Army life.

## MAINTENANCE NOTES

GENE BECKNER

It's the season for boys down in Monmouth County! Word comes to us of the birth of a seven pound baby at the home of the Arthur Marshalls in Asbury Park on Monday, April 19th. Arthur is now acting landscape foreman in the Shore District, having replaced Howard Van Benthuyzen, now of the United States Coast Guard. Randolph La Barre, whose poetry contributions to the Highway have appeared in several of our past issues, is another member of this gang open for congratulations. The eight pound boy arrived at his home at 639 Mattison Avenue, Asbury Park, earlier in April. Both mothers and children are doing nicely and we are glad to offer our congratulations.

Among the most active of the Department's Victory Gardeners is Ella Moore. Ella, together with her sister Alice, has made excellent progress with her garden and is now waiting anxiously for results. Miss Moore is active in several other National Defense efforts. She is an active air raid warden and has completed the primary course in first aid. In addition, she is now a member of a class studying home nursing.

Otto Kramer, a member of Foreman John McCullough's maintenance crew, has been seriously ill at his home on South Road Street, Trenton, for some time. Mr. Kramer is an uncle of Mrs. Helen Wallon, of the Administration Division, and will be remembered as the father of the late Harry Kramer, who at one time was employed in the Maintenance Division Office. Otto has our sincere hopes for an early recovery.

Once we get a Maintenance envoy in Berlin and Tokyo, we will be able to say with pride that the Maintenance Division then truly encircles the globe. Latest links to be completed are Iran and India. Jules Megules wrote recently from India and George McGinnis, who has been recently disclosed as Iran. In a recent letter George describes an encounter with a gazelle while traveling in the Persian desert on a jeep. He relates that they were driving along at a rate of 35 miles per hour, but failed to gain on those fleet animals. That 35 mile speed limit may have reached further than we think.

Russ Geller returned recently from a visit to Tahiti. He, where he visited his brother-in-law, John Rafferty. Russ journeyed to Florida via train, and had what is the unique experience of those days of driving back by car. It seems he returned in a car which a member of the armed forces had in Florida and which he wanted returned to Jersey. Russ obligingly brought the vehicle back.

During the recent War Bond Drive in April, the American Legion took over the booth in front of the old post office building on East State Street on Wednesday, April 21st. Charlie Fearley was on the committee in charge, but instead of working at that day to the Trenton Office. Believe it or not, Charlie succeeded in securing subscriptions for about \$1,600.00 worth of bonds on that date!

## SIDNEY SKILLMAN

Sidney Skillman, of 1812 Riverside Drive, Trenton, died at his home on Tuesday, March 23rd. Mr. Skillman, long one of the most popular of Maintenance Division foremen, was employed in that capacity on July 27, 1932, and retired December 8th of last year. Mr. Skillman was a Veteran of the Spanish-American War, and a member of the Ten Year Club of the Department. He received his twenty-year service emblem only last year. We feel that his dad has every reason to be proud of the boy.

Word reaches us to the effect that our trio of veterans, Norman Lister, Kirk Schanck and Lemuel Seale, have developed into expert typists during their Army life.

## WHEN VETERAN EMPLOYEE WAS HONORED



It was a happy day thirty years ago for Andy Vollman, veteran Fernwood machinist, when he and Eddie Pullen, famous driver, stood in front of Trenton's city hall while Mayor Frank Donnelly and enthusiastic citizens from all walks of life acclaimed their triumph in the Indianapolis 500-mile auto race. Flags were bands played and crowds cheered for this famous Mercer team, who but a few days before had defeated the pick of the world racing drivers on the Hoosier speedway.

It was during this grueling test of speed that Andy, riding Pullen's mechanic, contributed largely to ultimate victory by establishing a new record for tire changing. This was back in 1914 when the fabric tires of those days were unable to withstand the heat generated during the course of a race and blowouts were frequent.

Seven years later, in August 1921, Vollman came to the Highway Department. At that time, due to his knowledge of automobile mechanics, the Civil Service Commission frequently sent him away to the State to examine applicants for mechanics positions.

Andy has done many things since 1914, but it is a safe bet that he never again experienced the thrill that came when he and Pullen thundered across the finish line in first place at Indianapolis. And just in case you don't recognize Vollman in the above photo, he is the young fellow on the left.

## LABORATORY LINES

ABRAM WATOV

A luncheon was given Edward C. Pollock, formerly Material Inspector, and more recently a member of the Auditing and Accounting Division, in honor of his joining the U. S. Navy. Attended by fifty-seven of his fellow workers from the Lab and the Trenton office, the luncheon was among the largest and most successful given by the Lab group.

Ed was highly lauded by all the speakers and was presented with a pen and pencil set as a token of the esteem in which he was held. He is now stationed at Newport, R. I.

Ralph Sherman, Testing Engineer, has been assigned to the Bureau of Public Roads, Washington, D. C., for a study of the latest methods of soil stabilization. Ralph who was accompanied on the trip by William Van Breen and Ralph Skelton of Survey and Plans, should be quite at home in Washington since he was formerly employed by the Bureau of Standards before entering the employ of the Highway Department.

Many of the Lab boys are still feeling the effects of the ordeals they went through while testing their knowledge during the recent promotional examinations. Not until the results are out, however, will they know just how much good resulted from the cramming they did during the period preceding the exams.

In looking over the plan of the Fernwood Victory Gardens we noticed that either the Laboratory employees are small eaters or else they have less desire for hard work than the average Highwayman. In only three instances were the thirty by fifty foot plots subdivided into smaller tracts. In each case the cooperative gardeners were from the Lab, namely, Schaller and Diefenderfer, Smoliga and Johnson, and Watson. Could it be that through some inner knowledge of chemistry they plan to accelerate production?

Just a Thought  
REMEMBER TO WRITE  
THE BOYS WHO FIGHT

## GOING UP



Russell Henry, Drawbridge Maintenance Mechanic does own a pilot's license but due to time he has to soar pretty high in performance of his duties can be seen in the above photo.

At the time this picture was taken Russ was cleaning and oiling the counter-weight cables on Wittpen Bridge. This job must be done at regular intervals to prevent rust and internal friction from deteriorating the cables. Contrary to the generally accepted formula for success, the one job where it is necessary to start at the top and work down. Other duties of Drawbridge Maintenance Mechanics include, maintenance and repair of electric motor and bridge controls, testing new apparatus, the ability to diagnose ailments of steam, electric and gasoline operated bridges, make emergency repairs at the hour of the day or night.



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TRENTON, NEW JERSEY

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## PROJECTS MEN PREPARE FINGERPRINTS



When the Bureau of Public Roads requested that all State Highway employees be fingerprinted, the job was assigned to Projects Inspectors William H. MacMurray and Vincent P. Keuper. After a course of training at the State Police School at Wilburth, these embryo G-men traveled throughout the State amassing the fingers of Highwaymen in every division. Banin is here recording the dainty digits of Mary Massarotti while MacMurray jots down the necessary data.

## Military Leaves Expire 90 Days After Discharge

The following article is published expressly for the information and protection of Highway employees now serving with the Armed Forces of the United States or with the Merchant Marine. These men, who are absent from their employment by virtue of the fact that they are serving their country, are receiving full protection in their seniority during the period of their absence. In addition to this the Department pays their pension contributions.

It must be fully realized, however, that the leave of absence under which they receive this protection, terminates ninety (90) days after the date of their Honorable Discharge from the branch of the service in which they are now serving. This is not a Highway Department ruling, but is definitely set down in Chapter 327, P. L. of 1942.

Therefore every Highwayman now serving with the Armed Forces or with the Merchant Marine should definitely understand that in order to protect himself, it is his duty to report to the Highway Department within ninety (90) days of the date of his Honorable Discharge and signify his intention of resuming his former employment.

Those who receive such a discharge from these services by reason of age and for the purpose of entering a war plant or other vital industry, should write to the Civil Service Commission for information as to what steps they can and should take.

For your own protection, it is most important that you follow this procedure.

## THINK

ALEX LEUCHTERS

If you think you are beaten, you are;  
If you think you dare not, you don't;  
If you'd like to win but you can't,  
It's almost certain you won't.  
If you think you'll lose, you've lost,  
For out in the world we find,  
Success begins with a fellow's will,  
It is all in the state of mind.

If you think you're outclassed, you are;  
You've got to think high to rise,  
You've got to be sure of yourself before  
You can ever win a prize.

Life's battles don't always go  
To the stronger or faster man;  
But soon or late the man who wins  
Is the man who THINKS HE CAN.

(Continued on Page 3)

## THE HIGHWAY

NEW SCHEDULE FOR VACATIONS  
MID-WEEK START WILL AID TRANSPORTATION

As summer approaches, employees of the State Highway Department will be thinking of their vacation plans and how they can be worked out with all the wartime restrictions on the use of automobiles and the mounting demands for manpower.

The director of the Office of Defense Transportation has just issued an important announcement about vacation travel. This is contained in a letter which has just been received from the Honorable Vincent P. Keuper, President of the Civil Service Commission, calling upon public employees to confer with the request of the Director of Defense Transportation. The letter follows:

"TO STATE, COUNTY AND MUNICIPAL DEPARTMENTS, COMMISSIONS, BOARDS, INSTITUTIONS AND AGENCIES:

"The Director of the Office of Defense Transportation has asked business and industry to begin and end employee vacations on Tuesdays, Wednesdays or Thursdays and to schedule such vacations throughout the year. The ODT Director states that increased military and war-connected business travel during the coming months makes it possible to handle increase in travel only 'if it is held to a low minimum and only to the degree that it replaces strictly non-essential travel' and that the usual concentrated July and August vacation travel cannot be handled by railroads and bus lines.

"The ODT Director further says: 'We are strongly urging persons who can take vacations this year to spend them at home or as near home as possible. We are urging them, if they go away from home, to limit their travel on public carriers to a single round-trip to the place where the vacation is spent. And we are urging them to do any vacation traveling only on days other than Fridays, Saturdays, or Sundays, so as to avoid the weekend travel peaks.

"It would be regrettable if public employees in both State and local government in New Jersey should conform as nearly as possible to the requests of the Director of Defense Transportation. This communication is being sent to all State and local government department heads operating under the civil service laws, with the approval of the Governor, and with the request that department heads and employees cooperate in working out a stagger plan of vacation leave, that vacations be taken as promptly as possible and that the fullest cooperation be given to the Director of Defense Transportation in meeting his requests made necessary by reason of the war emergency.

Very truly yours,

(s) THE CIVIL SERVICE COMMISSION

The employees of the State Highway Department will want to comply gladly and promptly with this request. To avoid vacation traveling on the weekends is another way in which each one of us can do our bit in winning the war!

Now is the time to work out with your supervisor the best time for taking your vacation this summer. Vacations are not banned by this Order of the Civil Service Commission or by the Department. We merely ask that they be adjusted to the schedules and plans both of the Federal Government and the State Highway Department.

SPENCER MILLER, JR.

State Highway Commissioner.

## Rutgers Honors Comm. Miller

Confer Honorary Degree of Doctor of Letters

Rutgers University conferred the honorary degree of Doctor of Letters on Highway Commissioner Miller, at its commencement, Saturday May 8th.

In conferring this honor, Dr. Robert Clothier, Rutgers president, read the following citation:

"Spencer Miller, Jr., a man who can think straight and purposefully and can express himself clearly and fearlessly, who is impelled to action by a deep concern for the material and spiritual welfare of his fellowmen—such a man renders a service of particular significance in times like these when all the ancient values are in jeopardy and there is need for enlightened leadership. For years you have devoted your energies to clarifying the misunderstandings which breed conflicts among men. You have sought through education to strengthen the capabilities of the workers and so advance their welfare. You have striven to safeguard the basic structure of our system of free enterprise through promoting an understanding of the essential community of interest of industry and labor. You have succeeded in helping make

## Highway Continues To Set Pace in Mileage Reduction

Total For 4 Months Well Within Quota

Travel Officer Clifford Wear has just released figures that show what a fine record has been established by the State Highway Department in its drive to conserve gasoline and rubber for war uses.

During the first four months of this year the total distance traveled in highway vehicles was 1,041,179 miles as compared to the 2,654,202 miles traveled during the corresponding months of 1941. This is a reduction of 61%.

This is a record that everyone should be proud of, considering the many inconveniences that led to its achievement, and it is a record which many played an important part in establishing. It should make good reading for the boys in the Armed Forces.

A comparison of the first four months' mileage follows:

	1941	1943
Jan.	671,406	337,443
Feb.	608,512	206,709
Mar.	674,190	253,132
Apr.	699,094	243,894
Total	2,654,202	1,041,179

## Dr. Messick Lauds Highway Dept. In Exposing 'Cheats'

The Civil Service Commission especially commends the employees of the State Highway Department on the campaign which they have initiated through the department magazine — THE HIGHWAY, to root out the "cheats" who by their indifference and lack of appreciation of their responsibilities abuse the privileges and protection which the State has provided and who bring reproach upon the thousands of their fellow employees by their neglect.

State workers are citizens. They are drawn from all professions and trades and walks of life. They are like their fellow citizens and neighbors and they fairly represent the citizenship of the State. There are some, however, who are indifferent to their duties and responsibilities. They do not set good examples nor do they seem to appreciate their responsibilities.

But these are a very small minority and are no greater than workers to be found in any private industry or enterprise. The great majority of public employees are industrious, capable and earnest workers. The public forms its opinion of all government workers from the few whose conduct and industry are not all that they should be. This Commission has said many times over the years that the public employee is just as competent, just as industrious, just as desirous of doing a good job as any other class of workers and that employees themselves must take the initiative in demonstrating this fact to their fellow citizens.

The Commission believes that the action of the State Highway employees who have a wholesome effect and it commends the Highway employees campaign to all State employees.

Chas. P. Messick  
Chief Examiner and Secretary  
Civil Service Commission

## The Civil Servant's Pledge of Faith and Service

I have faith in my Country and its Institutions. I believe in the importance of my job and in the dignity of all public service. I count myself fortunate to live and work in a State where I may obtain public employment through competition fairly won and under a system which permits me to look forward to a career as a public employee and advancement through merit.

I know that government is no better than the people who direct its affairs and do its works. I will be honest, loyal and industrious in the work I have to do. I will be courteous in my relations with my superiors, my fellow workers and the public. I will use public property entrusted to my care for the purposes intended and protect and conserve it as though it were my own.

I will refrain from doing anything that will bring discredit upon the State as my employer or upon me as a civil servant. I will strive through my acts and my work to realize the purposes for which government is established and to merit the esteem and respect of the people.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the interests of its Employees.

W. CARMAN DAVIS, Editor

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### PROTECT YOUR RIGHTS

Elsewhere in this issue Mr. E. V. Connett has written some plain facts regarding the abuse of sick leave on the part of a few employees. That article should be read by all, for it deals with a condition that, unless checked now, can have far reaching and disastrous results for each of us.

The greater number of State Highway employees have enjoyed the benefits of sick leave for a comparatively short time. Only since 1938 has the Equipment Division, as a whole, had this form of protection, and it was not until 1941 that the great body of Maintenance men were granted similar benefits. Before these dates a man was not paid for the time lost through illness. A day in bed meant a smaller pay check.

Fortunately this condition no longer exists. Today, after a long, hard struggle, in which many obstacles were overcome, every man and woman is fully protected within the provisions of the law. Everyone now enjoys a form of insurance against loss of pay through sickness, and the benefits derived are considered just that.

Unfortunately there are some irresponsible individuals among us who would deprive all of us of these benefits by continual abuse of the sick leave privileges. These are the men who should be weeded out immediately! In this task, every honest man should lend a hand.

Ask yourself these questions: Has any man, or group of men, no matter how small, the right to endanger the hard-earned benefits now enjoyed by all employees? Have these individuals, who use their sick leave for purposes other than intended, who are cheating you, the State Highway Department, and the people of New Jersey, the right to expect protection from the great mass of faithful public employees? Or should you and all conscientious workers expose them for what they are—CHEATS?

Now is the time to make your decision, before it is too late. There aren't many of them but what few there are can do irreparable damage. They can, if left unmolested, rob you and your family. Act now! PROTECT YOUR RIGHTS!

## LAND and LEGAL

ED. DRAKE

We wish Miriam Devlin, of the Legal Division, a speedy recovery from her illness, which has confined her to the hospital. Miss Devlin's physician diagnosed the case as appendicitis but after further examination there seems to be some doubt.

We extend our sympathy to John Watt, by reason of the loss of his mother, whose death occurred after a lengthy illness.

Jim Kondas has been accepted in Uncle Sam's navy and is now in training at U. S. Naval Training Station, Newport, R. I. Jim writes that he wants Blonde to take his place at the office, but we are not sure that the "Old Boys" left here could appreciate a blonde like Jim could.

There are several enthusiastic Fernwood Victory Gardeners from this Division, among them being Heinie Kramer, Vince Rubbeck and Ed. Drake. You can find them at Fernwood most any Saturday or Sunday supervising the work of their wives. Much to Vince's dismay his wife used a pack of carrot seeds in a five foot row. Ed's boy George, five years old, is a most enthusiastic worker.

Many of the Title Bureau boys have recently taken a promotion examination for Title Reader and Settlement Clerk. If cramming helps we know who will be first on the list.

Bill Hancock, Right of Way Negotiator, injured his hand while working in his garden, which necessitated the removal of a small bone in his wrist. He is well on his way to recovery now and the Doctor reports that he will have full use of his hand.

## Enroll Now For June Plasma Drive

Adopting the slogan "Send A Pint of Your Blood to the Battlefield," the committee headed by George A. Heffernan, of the Bridge Division, Chairman of the State Employee's Blood Donor Service, has started a drive to enroll, if possible, more donors than took part in the record breaking performance of last April.

In speaking of the value of this service Heffernan said, "Blood plasma is a definite life saver. Shock is one of the major causes of death during wartime and almost every wounded man suffers from it. In such cases plasma literally spells the difference between life and death."

Heffernan went on to explain that everyone volunteering for this worthy cause receives a careful check of their physical qualifications at the Blood Donor Center and that there is no risk involved. The requirements as a blood donor are that you be between the ages of 21 and 60 years and that the weight be 110 pounds minimum for women and 125 pounds minimum for men. Those between the ages of 18 and 21 years may volunteer provided they have the consent of their parents or guardians.

To date the American Red Cross has acquired a little over a million pints of blood. It is conservatively estimated that our wounded men will need at least four million pints during the current year. The only people who can supply this vital stream of life are those on the home front. Let every able bodied man and woman do their share. When a member of this committee contacts you tell him, "YES!"

## Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

**Administration**  
Harcarr, Thomas A. Army  
Suchocki, Frank Army  
**Construction**  
Collins, Karl T. Navy  
Finch, Robert E. Navy  
**Electrical**  
Innocenzi, Armand Army  
Stouffer, Ralph Merchant Marine  
**Equipment**  
Carr, Joseph P. Army  
**Maintenance**  
Croce, William Army  
Wood, Stanley Army  
**Real Estate**  
Kondas, James Navy

## News from the Boys In the Service



LT. LLOYD ANGSTER

We are indebted to Mrs. Emma Angster for the picture of her son Lloyd E., of the Newark Office of Survey and Plans Division. Lloyd is now a 1st Lieut. in the 10th Field Artillery Battalion at Camp Gordon, Ga. After two years in the service of his country he is most anxious to hear from his many friends in the Department and looks forward to receiving THE HIGHWAY.

A long letter was received the other day from Bob Reed of Administration. He is now located at Squadron 1—Class 42-F, George Field, Lawrenceville, Illinois, where he is completing his advance pilot training. In speaking of the recent midwest floods Bob writes, "We're completely cut off from the outside world except by telephone and a few commercial airplanes. Never worked so hard in my life as I did a few days ago when we were called out to build a levee to save the place. . . . Yesterday, while flying for the first time in several days, I realized how serious the situation really was. . . . not a thing but water for miles. Seems strange to fly along and see water up to the roof tops and nearly to the top of the telephone poles. . . ."

Keep sending THE HIGHWAY. Am always glad to receive it. Am especially interested in the whereabouts of fellow Highway-men and the news of the department. . . ."

Danny Radice of the Electrical Division sends word to his former associates to say, "Here I am in the Navy now. Really getting tougher every day. They have me drilling and exercising every day and if I am not carried home, I T. S. Bainbridge, Md.

## In Merchant Marine

Tests Scheduled

Salary \$1200-\$1500 per month, to male citizens, resident in the New Jersey for at least 12 months, monthly providing the minimum for this test. Vacancy State Highway Department.

## Marino Heads Lodge

On Tuesday Evening, May 19, 1943, Anthony Marino attended the Survey and Plans Division at the Upper Monclair Office, installed as Exalted Ruler of the Paterson Lodge No. 60, B.P.O. Elks. The installation ceremony was performed by James H. Driscoll of the Northern District Office, Jim McCormack, Assistant Attorney General, Past District Deputy Grand Exalted Ruler and Past Exalted Ruler of Orange Lodge and a number of Past Exalted Rulers of Paterson Lodge.

A. Burn attended and spoke of Tony's long association with the Public Roads Administration. A letter from Whitehorse, Yukon Territory last month attests to Paul's complete satisfaction with his new job. We learn that the Whitehorse drafting room is a dandy, looking out on beautiful snow-capped peaks of the Rockies. Incidentally a shortage of designers exists. Conveniences for the men about, such as camp club house, showers, soft ball leagues, with American cigarettes at 50 cents per carton, electric washing machines and ironers, private rooms, and photography club. The menus alone are delectable, and are well worth the trip.

Paul says that the plane trip from Edmonton to Whitehorse along the Rockies was soul-stirring and its beauty defies adequate description. Structures with concrete foundations and substructures are being built and spanned by wood or steel trusses and beams. Some underclearances amount to 100'. Our Edison bridge has 135' underclearances.

BRIEFS:—R. E. Simon still teaching radio theory and laboratory to inductees at Temple University. . . . Paul Gabrenas working six days a week in the Pentagon building estimating materials for army transports and supply boats. . . .

Stokes Stewart Long is now a corporal. In a recent letter he sent a snapshot of himself which was explained as follows: "You can figure out what it is. If you can't ask Willard (Emmons) he will tell you. I hope you will be able to see some of them that we have, the biggest that come." Long's address is: Cpl. S. S. Long 12051560, Eng. Unit, Det. A.P.O. 869, c/o Postmaster, New York City.



CORP. PETER CIMBALLA

Corporal Peter Cimballa in a recent letter to A. Lee Grover, written from North Africa says, "I work for the Asst. Adjutant General. It is interesting work and I like it. . . . I suppose when the boys clean up this part of the world we will be on the move."

"Our camp is the finest in this area. When we first got here it was nothing to write about. Now we have a recreation hall and four PXs where you can get about anything. We have the hottest band in the world. Once a week we have jam sessions. . . ."

Pete's address is: Corp Peter Cimballa, 323668263 Hq. 1st Replacement Depot, APO 776, Postmaster, New York City.

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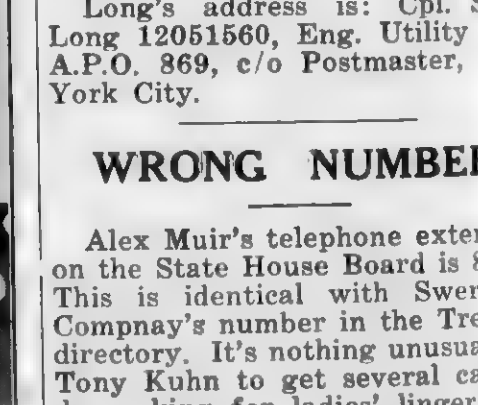
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## BRIDGE BRIEFS

A. J. LICHTENBERG

The following informative excerpt is from a letter received by Morris Goodkind on April 15th from his son, Ensign Donald R. Goodkind from somewhere in the southwest Pacific. "Radio Tokyo keeps us in the war. A few weeks ago it reported this island seized and all Americans killed or captured. The following night the straight-faced follow-up told of American air raids on Japanese positions here. So sorry, I must have slept thru it. Cap it with this purportedly true statement from a Japanese captain to his marine captor. 'You may take Guadalcanal, but you'll never get Pearl Harbor and California back from us.' Am I misinformed and who holds New York these days?"

Paul Geiser, Bridge Construction Inspector obtained a leave of absence in April to accept a position as Associate Bridge Engineer on the Federal Works Agency of the Public Roads Administration. A letter from Whitehorse, Yukon Territory last month attests to Paul's complete satisfaction with his new job. We learn that the Whitehorse drafting room is a dandy, looking out on beautiful snow-capped peaks of the Rockies. Incidentally a shortage of designers exists. Conveniences for the men about, such as camp club house, showers, soft ball leagues, with American cigarettes at 50 cents per carton, electric washing machines and ironers, private rooms, and photography club. The menus alone are delectable, and are well worth the trip.

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June brings birthdays to the following Bridge Division employees and with it our felicitations, Ralph Davis 21th, A. J. Lichtenberg 24th, Robert Hutchinson 28th; A. J. Lichtenberg 10th and R. E. Simon 26th.

## WRONG NUMBER ELECTRICAL FLASHES

Reg Bowen

According to Arlington Wilson, attendant at the Nacote Creek bridge, some difficulty has been encountered in identifying the various signals heard during blackouts. Because of this, Wilson reports that his co-worker, Fred Tagmeier has suggested to John Deter, the Supervisor, that visual signals be used. Maybe a little television would help.

John A. Kilpatrick, Senior Statistical Clerk has recently been employed and assigned to the Trenton office to fill a vacancy caused by the transfer of Henry Knoebel to the Trenton office of the State-wide Planning Survey.

Major Hays, Chief of the Electrical Division, shows signs of being a "buddy" by reporting to work on a recent Monday morning with a sunburned forehead. Those who are familiar with the Major will appreciate the extent of redness.

Frank Wood, who until he entered the Army was the draftsman for the Division, was a welcome visitor recently. Since leaving us, he has been promoted to Sergeant and found time to marry Miss Donnie Kerr of Lambertville while on furlough. Congratulations, Frank.

Jack Snyder and Armand Innocenzi of the field forces are now congratulating him.

## EQUIPMENT ITEMS

JAMES O'ROURKE



SGT. THOMAS BUIS

Basking in the Florida sunshine we have our old friend Tom Buis, now Sergeant Buis of the Army Ordnance Depot Camp Blanton, Fla. Tom will meet remembered as the genial mechanic whose smile greeted everyone entering the Newark Garage. We are glad to say that Tom is enjoying the best of health and is looking forward to the day when he will return to his old stand at Newark. He wishes to be remembered to all his many friends.

John Seaman recently sent his second son, Norman, to the Army, while Jack Brower, of the Fernwood Garage, has two boys in the Army Air Corps. Both are Flying Cadets at Keesler Field, Miss. Ross, the older, graduated from Rutgers with his B.S. degree and Burton had completed his first year.

Frank Montgomery, Equipment Operator, who was injured while working on the Camp Kilmer job, has returned to work in good shape once again following an operation on the injured knee.

Peter Radice's son, Dan, who formerly worked in the Electrical Division office, is now in the Navy. This makes the second Radice boy to wear the Navy blue. Harry Huls, one of Bill Van Breen's right hand men, reports the safe arrival in North Africa of his son, Milton.

In a recent letter to Mr. Young, Walter Crane, who previous to entering the service was a Road Mechanic, operating out of Newark, tells of being on Island X somewhere in the South Pacific, with a Sea-Beo Battalion.

You can imagine his surprise upon hearing a band concert and finding that the drummer was none other than Jack Carr, Jr., who, unknown to Crane, was in the same battalion.

Walter says he is very thankful for the copies of THE HIGHWAY and sends his regards to all his friends back home. He would appreciate hearing from all who would care to write him. The address is: Walter W. Crane, M.M. 2/c-C 1 Navy 8185 c/o Fleet Post Office San Francisco, Cal.

Harry Dittmar of the Merchantville Garage is now in Oklahoma doing flood duty with the Navy Motor Transport Corps.

Joe Carr, mudjack operator is now stationed at Greensboro, N. C. with the Army Air Force Training Group. Joe is the third member of Supervisor Jack Carr's family to enter the Armed Forces.

Russ Cook has been kidded a lot about the fire alarm which was turned in at his home during the blackout and about which we reported last issue. Actually neither Russ or Mrs. Cook were at home at the time.

stationed in Florida. Snyder with the Air Force and Innocenzi with the Signal Corps.

Dorothy Jakubish who is doing Nurses Aid work in the Trenton hospitals recently suffered an injury at her home. Needless to say Dorothy promptly started nursing herself, with the result that she has recovered, and we are glad to add, resumed her duties in the Trenton office.

## First Aid Kit Woman of Instructions The Month

Several years ago for the purpose of providing immediate protection for the men in the field in the event of injury, First Aid Kits were installed on Departmental trucks, equipment and a large number of the cars assigned to field parties. These kits were provided with all of the items which, after careful investigation, were considered necessary to provide for most of the emergencies which were likely to occur on the job.

In taking this step, the Department had two major aims in view. First, and foremost, was the matter of safeguarding the health of the men. The immediate application of an antiseptic could mean that a slight scratch remained just a slight scratch and caused only a few moments inconvenience. Failure or neglect to use the first aid equipment could mean a serious infection and possible loss of life.

Each kit was provided with a small pad of report forms. When any material was used from the kit, a report was required to be turned in to the Claims Office and it provided an immediate record of the injury.

If at some future date the injury turned out to be more serious than was at first anticipated, the employees were protected by a proper record and no objection could be advanced against his right to be provided with medical and hospital treatment at no cost to himself. From these reports we would have a constant record of what was being used and what was required for refills, to keep the kits constantly stocked up. Unless the kits are kept constantly filled, they fail to provide the protection which they are intended to provide.

**Kits Safeguard Workers**  
When the kits were first installed there was a reasonable effort for some time to make sure the kits were adequately stocked. Recently, however, in many cases, the men in charge of the kits, (usually the operator of the machine) have become careless about keeping the kits stocked up, about safeguarding the contents against petty pilfering and about making out reports when material is used. This isn't true in all cases. Some of these men are very conscientious. The man who sees that the kit is kept properly filled and on hand when needed, is helping to safeguard the health and life of his friend and co-worker. The man who turns in proper reports is saving his fellow employee from possible financial expense and from embarrassing these kits should be considered by the men in charge an important part of their highway equipment. They should be kept fully stocked periodically and assist in obtaining replacements. It is the responsibility, however, to wait for these periodic inspections to obtain new material. A memorandum mailed to the Claims Office, State Highway Department, Trenton, attention of Charles Levine, will get you the needed replacements in a hurry.

**Regulations**  
Departmental regulations applying to reports of personal injuries to employees and the use of material from the kit are as follows:

1. Where the accident is of a very minor nature, does not require the services of a physician and merely the use of an antiseptic and a band-aid from the kit, a report should be made out on the short form "First Aid Report" No. 78 provided with the First Aid Kit and forwarded immediately to the Claims Office.

2. In any case of a more serious nature or in any case where the services of a doctor are required, either at the time of the accident or later, a report must also be filled out on the long form No. G 185, by both the employee and his foreman or supervisor to accompany the short form and both must be mailed to the Claims Office at once.

3. Where no material from the kit is used, only the long form is required.

If these simple rules are followed and an honest effort is made by the foreman and the men in charge of the kits to keep the kits properly equipped to provide the material when it is needed, the employees and the Department will both be benefited.

## PROJECTS PARAGRAPHS

E. L. MEYER



MARTHA E. SCALES

Our woman of the month is Martha E. Scales, Senior Clerk Stenographer, who has graced the Bridge Div. since May 11, 1936. Martha came to us with a checkered past of exacting work as Secretary to one of the Vice Chancellors and Court Reporter for an Advisory Master of a Court of Chancery. Her work there involved verbatim reports of hearings, conferences and matrimonial cases which required speed and accuracy. She was appointed "Master in Chancery" by Chancellor Campbell which authorized her to take affidavits, acknowledge judgments and the swearing in of witnesses.

This experience has stood her in good stead in her present work of technical and general office correspondence, plus the special reporting of hearings and departmental conferences which requires stenographic proficiency. We know she has acquitted herself well.

Martha in her spare moments farms a vegetable garden at home. She is also an apt worker of Crosswords, Crossword and Rubik puzzles. Fox terriers are her favorite pet.

Yes, there is a Mr. Scales and he is an employee of the Equipment Division, with a departmental record of twenty-one years.

## Drop Him a Line

Don't forget to sit down tonight and write that letter that you have wanted to write to one of the Boys in the Service and for some reason or another have just not gotten around to doing yet. As one fellow said, "Even a bill from home would look good."

## Shoulder Experts



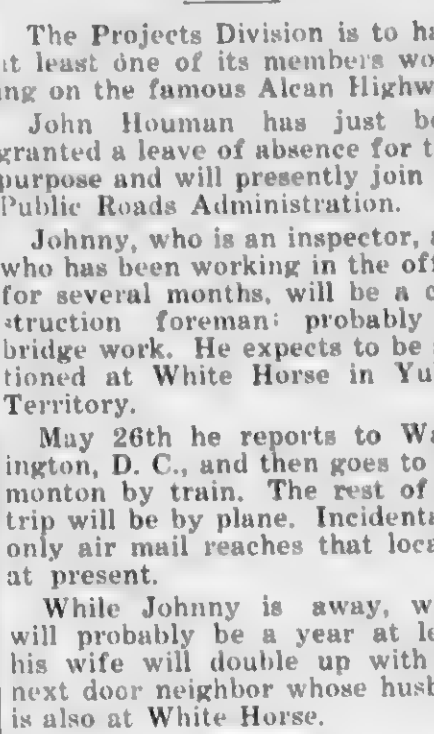
CHARLES L. SAGERS (LEFT) OF ALMONESON and CHARLES P. REDROW OF SEWELL, ENTERED THE EMPLOY OF THE STATE HIGHWAY DEPARTMENT ON THE SAME DAY, JUNE 1st, 1924.

Since that time, nineteen years ago, they have seen many changes in the roads of South Jersey and during the interim they have become recognized as experts in the maintenance of gravel shoulders. They were making a S.C.O. patch near Westville on Route 47 at the time the above photo was taken.

Both men are Maintenance Patrolmen and general supervisors of the general supervision of Foreman Lacy, P. Croxton.

## Sign Men

Stanley Schultz and Alfred Cramp



Stanley Schultz and Alfred Cramp

Cramp know the type and location of every sign in South Jersey, in fact, they are the men responsible for placing and maintaining all but the electrical signs, from Bridgeboro to Cape May.

When the photo was made, Cramp was holding a sign standard upright while Schultz placed the newly mixed concrete firmly around the base. They have a lot of territory to cover, but from the looks of them, down that way, they're a good job.

Schultz has been with the Department for twelve years, while Cramp has just completed ten years.

**MILLER HONORED**  
(Continued from Page 1)

real in the minds and hearts of modern men the principles of human conduct and have produced results which were laid down for us long ago and which we still fail to understand or to practice.

"As a personal tribute to you and as an expression of our admiration, in recognition of your staminalike endeavors to advance the cause of human understanding and welfare, it is my privilege, at the direction of the Trustees of the University, to confer upon you, honoris causa, the degree of Doctor of Letters."

**Suggestion Box**

Suggestions continue to come to the Suggestion Box. Those not previously reported were received from Robert G. Blanchard, Harry Fowler and Walter Reeves. All are now being studied for possible adoption.

Keep the Suggestions coming in. Already several have produced the desired results, namely, a more improved method, a safer way, or something radically new and better. We hope to report in detail on many of these in the near future.

## BUY WAR BONDS AND STAMPS







# THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the interests of its Employees.

W. CARMAN DAVIS, Editor

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## MANY THANKS

There seems to be some doubt as to just when a monthly publication is a year old. Some of our best friends stoutly maintain, and no doubt correctly, that the first birthday should be celebrated 365 days (neglecting of course the possibility of leap year) after the date it first went to press, while others just as steadfastly argue that the twelfth issue rounds out the first year and that the cake should be cut at that time.

Belonging to the second school of thought, it occurred to us that despite the fact that THE HIGHWAY first saw the light of day in August, the July issue would be the proper place to thank our many friends and co-workers for all of the nice things they have done during the past year.

First on the list is the great body of Highwaymen scattered throughout New Jersey's twenty-one counties and in our Armed Forces. This group, remotely located from the hub at Trenton, have by their acceptance of THE HIGHWAY dispelled many of the doubts which filled the minds of those who conceived the idea of this paper, as well as those entrusted with the job of publishing it. By constructive criticism, little suggestions, letters of encouragement and a flood of contributions you have made THE HIGHWAY your paper.

The second group to whom much credit is due is the Contributing Editors. Without exception these men have worked hard to see that no group within this great Department has been unrepresented. They have played no favorites and by their intelligent covering of the news have done much to make THE HIGHWAY possible.

Next in line come the many division heads who through their ever-willing cooperation have made seemingly difficult assignments relatively easy, and who have tipped us off to many a good story that might otherwise have gone unwritten.

Last but far from least, we wish to thank Commissioner Miller and Mr. Connert who despite their acknowledged ability in the world of letters have been tolerant of more feeble efforts, and who have put aside pressing matters time and again to lend a helping hand.

As we look toward the next year we cannot help but think that what started out as a rather "corny" little paper is still just that. But it is nice to know that today THE HIGHWAY is the paper of Highwaymen everywhere in more than name only. This fact we deeply appreciate. Many thanks.

## SNAPPED AT FERNWOOD



Not even the interruptions of such persistent advisers as Merton Lawrence, Tom Gadsby and Herman Kramer can deter Gene Beckner from the job at hand. And we might add that it appears that even Beckner's industriousness cannot deter the other three. But it is all part of a day's work at the Fernwood Victory Gardens where every- one is determined to raise bumper crops.

## Employees Association Incorporates

The State Bridge Employees Association will henceforth be officially known as The State Bridge Employees Assn., Incorporated, as the result of recent action on the part of its membership. To comply with the law it was necessary to

appoint thirteen Trustees. These men were chosen from bridge operators and attendants throughout the State.

P. R. Stuerman, Secretary of the association reports that several new members were taken in at the last meeting and suggests that those who desire to affiliate with this organization may write him at 921 Bay Ave., Point Pleasant.

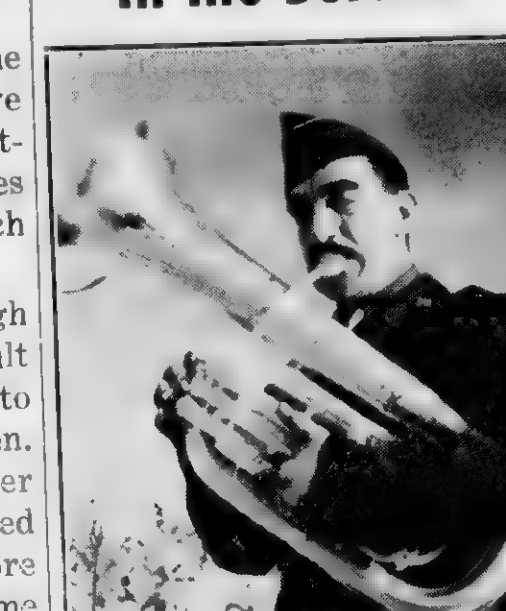
## Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Equipment	Maintenance
Mahaney, James A. Army	Amerman, Chester Army
Bennett, Arthur Army	Case, C. Willard Jr. Army
Doherty, Anthony Army	Frascella, Randolph Navy
LeBarre, Randolph Navy	Pesaniello, Attilio Army
Romano, William Army	Stillwell, Harry Army
Van Schoick Army	

## News From the Boys In the Service



TECH. SGT. STEFANACCI writes from "somewhere in Alaska" that he has received a check from the Department, "with that check I am going to buy War Bonds and be of more use to my country."

Stefanacci, who was a member of the National Guard has been in the Army since Sept. 1940 and is at present enjoying the companionship of two other Highwaymen, Bill "Skip" Garrison and Ben Cortese. He promises to send a picture of the three of them as soon as one is taken.

As can be seen Sgt. Stefanacci is a musician and is a member of the band of the 177th Eng. G. S. (APO 3113, c/o Postmaster, Seattle, Wash.) He is another who likes news from home. To use Leo's own words, "I receive THE HIGHWAY each month and enjoy it greatly."

TECH. SGT. JOSEPH S. BARAGONA, H & S Co. 104th Eng. Combat Bn., Amphibian Training Forces, Fort Ord, Calif., writes, "Having been in the service since Sept. 1940, much has happened in the Highway Department that is of interest to me. The first 18 months I was stationed at Fort Dix and could drop into the Montclair office when on pass. Since Dec. 7th, 1941, I have covered much ground and have had to depend on THE HIGHWAY to keep informed. It is a treat to receive it when you are so far away from home and read about the doings of my former co-workers. It is a source of great pleasure to me and to the other Highway employees now in the service."

Servicesmen - When in Trenton please drop in to say hello and let us take your picture for THE HIGHWAY.

## In Air Corps



SGT. WM. A. HUDSON

WILLIAM A. HUDSON, Electrical Division is now with the Army Air Corps at Wendover Field, Utah where he is undergoing intensive training preparatory to joining other bomber units in the night and day assault on the Axis. Bill says that he is now a sergeant and has been officially designated as Flight Engineer on a Flying Fortress. Recently he came East on furlough and spent some time visiting his friends in the department.

SGT. JOSEPH MURRAY, who before his entry into the Air Corps was in charge of electrical repair at Fernwood writes from Africa, "I just received the May issue of THE HIGHWAY and it was like receiving a personal letter from my friends, and believe me when I say that any news from home is worth its weight in radium."

"Things have eased up a little in North Africa and I have a little more time to myself but that will last only a short time I hope. . . Well the planes are coming in for a landing. From here I can see that they are all in good shape. I must hurry out on the field and get to work. Keep THE HIGHWAY coming to all the boys."

Joe's address is 515 Bomber Sq. 376 Bomber Group, APO 681 c/o Postmaster NYC.

JERRY IANNACCONE of the Electrical Division, in a recent letter to his supervisor, Don Henderson, states that he has arrived safely in North Africa after a recent trip which lasted thirty days. Says Jerry, "I would like to tell you of the work that I am doing, but censorship forbids it. I would appreciate it very much if you will please mail me THE HIGHWAY as it makes interesting reading and I will be able to keep up to date. Jerry can be reached as follows: 6th Caval Const. Bn. Co. B, Platoon 2, c/o Fleet Post Office, New York City."



LT. GEORGE KRAUS

The "pilot" seated in the fighter plane is none other than LT. GEORGE KRAUS of Projects. George doesn't fly but there is no law against posing for an interesting picture. At present he is stationed in Alaska. Those who plan to write him in the near future should address their letter as follows: 1st Lt. George Kraus, 2nd Bn. Hq. 349th Eng. Reg. G. S., A.P.O. 980 Postmaster, Seattle, Wash.

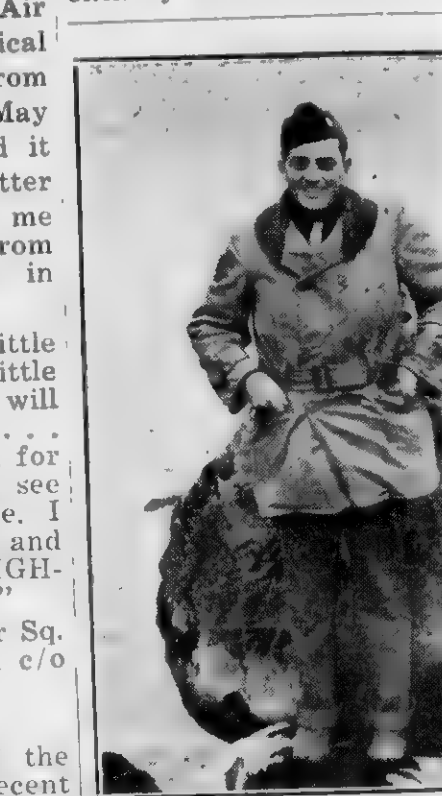
## Highway Department Civil Service

Promotion test  
Senior Paymaster-Salary \$10,000 per annum. Open to persons in the State Highway Department, the State of at least 12 months preceding the announcement of the test. (Close July 1st)

## Fire Destroys Home

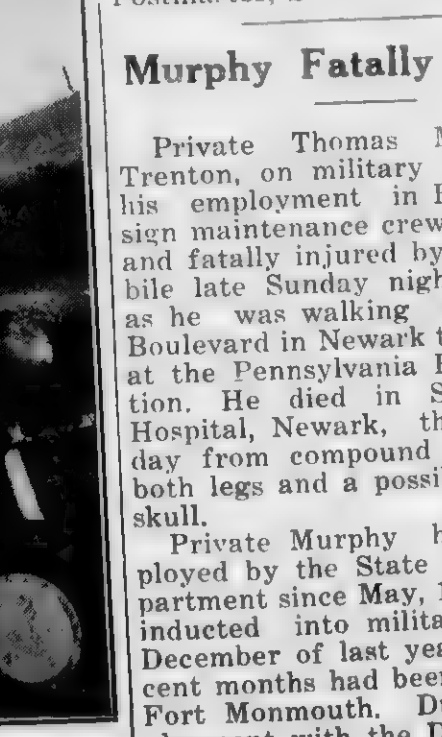
Milton Thomas, maintenance man, Charles Carlisle's home, 4905 May County, suffered a total loss recently when his home on South Dennis was totally destroyed by fire.

Milt was not at home at the time, but Mrs. Thomas, who is the home of her mother-in-law, saw the flames. She ran into the house to rescue her son, Edward, who was sleeping in a bedroom, and carried him safely. She then summoned a fireman, but by the time it arrived the house had entirely enveloped in flames and it was impossible to remove furniture or clothing. In an attempt to do what he could to alleviate the hardship, Milt's fellow members of the South Jersey Highway Assn. together with other employees, presented him with a check for \$100.00 which was a sincere sympathy for the loss. Thomas in their loss, but the hardy type of individuals throw down there in Cape May County, we wouldn't be surprised to hear that the house had been entirely rebuilt by this time.



LT. CHAS. McGINNIS

Another Highwayman from the 249th Eng. G. S. 1st Lt. CHAS. McGINNIS of Maintenance who sends the above photo of himself, says that he is doing well in the service. He is a member of the Alaska Highway Assn. and is looking forward to the day when he can return home. He is a member of the Alaska Highway Assn. and is looking forward to the day when he can return home.



Private Thomas Murphy

Private Thomas Murphy, Trenton, on military leave from his employment in Earl Stoen's maintenance crew, was stationed in the Pennsylvania Railroad at the time of his injury. He was injured by a train on July 12th, 1941, while he was walking on the tracks. He was taken to the hospital and is now recovering. He is a member of the Pennsylvania Railroad and is looking forward to the day when he can return home.

Servicesmen - When in Trenton please drop in to say hello and let us take your picture for THE HIGHWAY.

## BRIDGE BRIEFS

A. J. LICHTENBERG



ARTHUR STETSER

Arthur Stetser joined the civil division of the department twenty-four years ago, and served progressively in the State Labor, Maintenance and Bridge divisions. He is now in charge of the major portion of the department. He has been in the field twenty-two years and in accepting an offer as Resident Engineer on the Alaska Highway project, Arthur is satisfying a long-held desire to see the world. He is a member of the U. S. Signal Corps (Civilian Branch).

Word was recently received that Jack Boulden has been hospitalized for a short period somewhere in New Guinea but is now back with his outfit once more. Jack when not dodging Jap bullets is cutting into a few of them, but to date he has not managed to beat the weather. "The heat is terrific," he writes.

Ed Crawford, while painting his house, fell from a ladder and landed on his head. He is now in the hospital. The injury is not serious, but he will be out of work for a few days. The injury was caused by a ladder that was not properly secured.

John J. Koffler, Senior Bridge Construction Inspector can see a position as Associate Engineer with the U. S. Army Engineers on an expansion project in connection with a metropolitan airport. Jack has just completed his work in connection with the Passaic River bridge, Hudson and Manhattan Railroad, and we know that his real and aggressive will stand him in good stead in his new work.

George A. Hefferman is at the Miami Biltmore in Miami enjoying a well earned vacation. He will return on July 12th. Golf, boating, fishing and dunking in the surf are in his program. We envy you, George.

BRIEFS: Leon Chatten doing a bit of recuperating from a recent operation. Paul Geiser busy with reports and nearly in sight of Whitehorse, Yukon Territory. . . Geo. R. Voorhees in production engineering department at Trenton's Eastern Aircraft as specification man. . . Pat McCullough an office visitor and cheerful as ever and thinking of the Merchant Marine. . . Stac Kanyuh now a resident of West Trenton and practically rubbing elbows with Frank Wilson and Marvin Howell, geographically speaking. . . Skipper and Mrs. Bissell visiting Trenton from their new home in Great Neck, L. I. . . J. F. Evans back and good as new after a recent neck, L. I. . . Alvah J. Hall, retired, in for a visit and a chat. . . J. H. Patrick back after a busy vacation. . . Al Herron taking up new work. . . M. D. Smith and Gus Ehlers office visitors. . . 1st Lt. V. E. Williams in charge of a troop convoy in recent flood control project. . . Jim Whitehead dropped in on way to Eastern Aircraft job. . . Warrant Officer David R. Lawrence holding more than his own in Alaska. . . Fred C. Dileo enjoying the fine air at Browns Mills. . . "Mel" Vail in the office for a spell after his work on the Route No. 68-Beach Thorfare job. . . Sam Rankin, planner and estimator for 3rd Naval District working for 3rd Naval District on the 18th and 21st. . . Happy birthdays to Phil H. Burch on the 18th and 21st. . . If you bridge men will tell me, I'll print it.

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## EQUIPMENT ITEMS

JAMES O'ROURKE

Charles Cherry, Forward Mechanic for the past nineteen years, passed away at his home on Whitehorse Ave., Trenton, on June 12th. Charlie was working in his garden when he was seized with a heart attack and succumbed almost immediately. A veteran of the last war, where he served as a machine gunner with the Lightening Division, Charlie was one of the best liked men in Fernwood and he will long be missed by his co-workers. He is survived by his wife, Mrs. Lorna Cherry and a son, Charles, Jr., aged twelve years, to whom we extend deepest sympathy.

William Herbert, for many years the driver of General Solicitor Benj. C. Van Tuze, has accepted employment with the U. S. Signal Corps (Civilian Branch).

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## THE HIGHWAY

July, 1943

## Name Contact Men For Blood Bank

Division representatives for the Red Cross Blood Bank were asked by State Employee Chairman George A. Hefferman of the Bridge Division for the purpose of facilitating the enrollment of those who desire to participate in the July 12th to 16th plasma donations. Those who will cooperate with Hefferman are as follows: Joseph Hunt, Electrical Div.; Richard Snyder, Comp. and Chains; Margaret Beatty, Laboratory; Elgin Mayer, Auditing; Leah Matthews, Administration; Eugene Beckner, Maintenance; Alex Cohen, Construction; Elvin Ireton, Real Estate; William Kirk, Right of Way; Frank Devereux, Equipment.

In an effort to further improve upon the fine record already established by public employees in responding to this great humanitarian movement, information desks will be set up in the lobbies of the State House, State House Building, and in the State Office Building. Red Cross nurses will be in attendance at these points and will supply any information desired by prospective donors.

The response to this drive has been typical of the whole hearted manner in which State Highway employees have participated in other patriotic movements and Chairman Hefferman is confident that the list of donors will exceed that of April, at which time 117 men and women of this Department each gave a pint of blood in the hopes of saving the life of an American fighting man.

## LABORATORY LINES

ABRAM WATOV

James Tuozzolo, Material Inspector has been granted a leave of absence to become an inspector of concrete for the United States Navy. He is now stationed at the Eastern Aircraft base (Trenton) of the Navy.

Pvt. George Goelzer, Assistant Testing Chemist, is on leave from the Lab. advising that the Chemical Warfare unit to which he is attached has arrived safely in North Africa. George certainly has the best wishes of all the boys in his new assignment.

Pvt. Sebastian Scolizzi, Material Inspector sends an interesting bit of news from Texas, where he is stationed with the Army Sanitary Corps. Scolizzi says that the examination for Division Material Inspector finally went off with a bang at Camp Peary, Va. If you wish to meet a serious girl, and with it all, one with that saving grace of a sense of humor, meet Helen.

On May 28th a class in inspection technique from Rutgers University witnessed a demonstration of laboratory testing apparatus. This group of twenty-five is but a part of a large number enrolled in the government sponsored war training course.

The demonstrations witnessed gave this class an opportunity of seeing the practical application of many of the theories studied in classrooms.

A recent visitor to the Lab, Edward Pollock, had many interesting things to relate about the New-Port News Training Station. He is looking forward to active duty after a short furlough.

## Vito Bellino

It is with regret that we belatedly announce the death of Vito Bellino, a veteran employee of the State Highway Department, who died on May 28th at the age of seventy-nine. He had been with the department since August 1931. He is survived by his wife, Mrs. Marion Bellino of 650 Third Ave., Elizabeth, to whom THE HIGHWAY extends sincere sympathies.

## Woman of The Month



HELEN F. TALLON

When one of our gals can romp home first in a field of 14 successful contestants in an examination for Principal Clerk-Stenographer, she has earned the title of woman of the month. Helen Tallon did just that and with a general average of 84.4. So she was interviewed. At the tender age of two, Helen adopted Trenton as her home and her activities have centered here ever since. Before her employment in the Highway Department in 1925 she served for four years as stenographer—also taking testimony at Board of Control investigations for the Department of Institutions and Agencies.

More recently she has been transferred to the office of Sivald Johansson head of the newly formed Planning Bureau. While at High School, Helen sang over a period of several years with the Cathedral Choir, or as she said "until they found out what was the matter with it." For relative story, diagramless crossword puzzle, a chance to bowl or even a trip, she has long loved with the Highway Girls Bowling Team and has many trips to the Bahamas, Cuba and West Indies to her credit.

Six sweaters have rolled off her needles for the Red Cross and many surgical dressings have been made. Joe Tallon, the other half of the family, will be well remembered as an employee of the Survey and Plans Division from 1923 to 1933. Joe enlisted in the Navy on May 26th and is now undergoing training at Camp Peary, Va. If you wish to meet a serious girl, and with it all, one with that saving grace of a sense of humor, meet Helen.

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## PROJECTS PARAGRAPHS

E. L. MEYER

Samuel G. Hann, our Projects Engineer for Sussex and Warren Counties, recently received his commission as Warrant Officer in the Navy.

He has been ordered to report to the U. S. Naval Construction Training Center, Camp Peary, Mendenhall, Williamsburg, Va. Sam is the twenty-first of our men to go into the service and the sixth to join the Navy. He has been trying for a commission for some time and we're glad he made it. In all probability Sam's territory will be taken over by a couple of the projects Engineers who have adjoining counties.

Our anxiety about our boys in Alaska has finally been somewhat relieved. Two recent letters from Sgt. Joe Aiello informs us that they are still working hard and that evidently there has been little or no action where they are.

Johnny Houtman writes from White Horse, Yukon Territory, that the trip up there was most interesting and pleasant. It took him over six weeks to get to the top and he found the accommodations at White Horse exceptionally good. He says the food in particular is good and very plentiful. By now he probably has been assigned to some other post and we look forward to hearing more from him.

On Saturday, June 19th, Miss Ruth Harrison was married to William Patrick Moran at Holy Angels Church. Ruth is one of our auditors and assists John Ruhlman with his work. She expects to be back at her desk after a ten-day honeymoon.

Maggie Hennessy's Victory Garden

Not all of our Victory Gardens are located at Fernwood. Up in Newark, at one of the world's busiest highway intersections, Margaret Hennessy is growing a large variety of vegetables, despite the advice received from a score of well-wishers. If food could help win the war, Maggie reasoned, there was no reason for the land adjacent to the Highway building not producing its share. So she set to work with spade and rake to prove her contention. The result is most encouraging.

Miss Hennessy, incidentally, is one of our real veteran employees. She started way back in July, 1919.

## McCormack Honored

Wm. J. McCormack of the Highway Department's legal staff was formally honored on Sunday, June 20th, when he was elected President of the New Jersey State Elks Association.

Mr. McCormack was nominated for the office by James Driscoll of the Newark office, who was Vice President of the State Association in 1931, as well as being Past Exalted Ruler of the Orange Lodge.



## PRIZE DAHLIAS BY THE ACRE



Mr. and Mrs. Joseph Pino of Blue Anchor are famous for the prize dahlia they have raised and exhibited. Here they are shown surrounded by blooms ready to be loaded and trucked to nearby Philadelphia where they find a ready market for thousands each year. In a single day 5700 dahlia have been shipped by truck and more than 1000 sold at home.

## Turns Hobby Into Profitable Business

On a little twenty-two acre farm in Camden county, Joe Pino grows some of the finest dahlia in the United States, and from there they are shipped to all sections of the country. In fact, Joe's mailing list has numbered as high as 18,000 customers.

Perhaps we should have said that this enterprise, which started a good many years ago as a hobby, was the result of Mrs. Pino's enthusiasm, for Joe insists that she is the family expert.

It would be easy to agree with him in this respect when it is remembered that Mrs. Pino has not only been active in staging such flower shows as those held in Madison Square Garden, Wanamakers and in Fort Myers, but is in demand as a judge wherever dahlia fanciers gather.

Joe, himself, is a Mechanic's Helper in the Merchantville Garage with a record of over ten years service. Despite this and the duties of maintaining the dahlia farm, Joe has found time to serve three years as a member of the Regional High School Board, one year of which he was president. He is also a past president and for six years a member of the Winslow Township School Board, as well as being active in the Camden County Floricultural Association.

A son, Frank is in the Army and is stationed at the Valley Forge General Hospital with the rating of First Class Private.

## Officers Named

The officers of the State, County and Municipal Workers, CIO Local 446, representing some of the Highway employees of the northern section of New Jersey are as follows: Edgar Beiber, president; Nelson Wiley, vice-president; George Venezia, secretary; Joseph Fisher, treasurer and Raymond Gallup, sgt. at arms. These men are all employees of the Maintenance Division of the State Highway Department.

## Many Thanks

Because they think the Highway Department is doing a swell job, the Council of Fort Lee recently directed that the following letter be sent:

June 17, 1943.  
To: State Highway Department  
From: W. S. Corker, Boro Clerk  
Subject: Appreciation.  
The Mayor and Council of the Borough of Fort Lee, at its meeting on June 16, 1943, directs me to express to the Highway Department its compliments on the manner in which the Park areas and other areas in Fort Lee have been beautified and maintained.

(Signed) W. S. CORKER  
Boro Clerk.

It's nice to know that our efforts are appreciated, and even nicer when someone takes the time to tell us about it. Thanks Fort Lee, we aim to please.

## THE HIGHWAY MAINTENANCE NOTES

GENE BECKNER

Uncle Sam's interest in the Maintenance Division Office has been extremely passive for some time now in regard to recruits for the Army and Navy, but he scored with a vengeance during June. "Doe," was called up and reported for duty with the Army on June 18th. Doe was given a farewell luncheon by his fellow workers at a downtown restaurant several days before he left and was presented with a handsome pen and pencil set by the office force. Not content with this, several of the fellows arranged to see him off on the train. Leaving with this same contingent of "selectees" was Harry Stillwell, of Earl Store's traffic line painting crew. Just to make sure that both of these fellows got to Fort Dix safely, a reception committee was on hand to greet them when they arrived there. A certain World War I Sergeant headed this committee. Doe will be sorely missed by the Maintenance Division, for, in addition to his regular duties, he had been performing the bulk of Norm Horner's work since the latter's induction into the service was back in 1941. Here's wishing you luck, Doe!

Others in the office were affected more indirectly. Bill Kuhn, son of Tony, joined the Navy early in June and is now stationed at the U. S. Naval Training Station, Bainbridge, Maryland. He is hard to replace. This husky "six-footer" is the same little fellow who was in and out of the office occasionally since he seems like only yesterday. Bill has been lined up for Quartermaster training and we expect to see him with a rating before long.

Russ Geller's son, Dick, who was within about three months of graduating from Rutgers University, called up for active service by the U. S. Marine Corps. Dick has been a member of the Marine Reserves up at Rutgers and was called to report for officers' training at Princeton University late in June. We can well imagine that Dick will be a fetching figure in that Marine uniform.

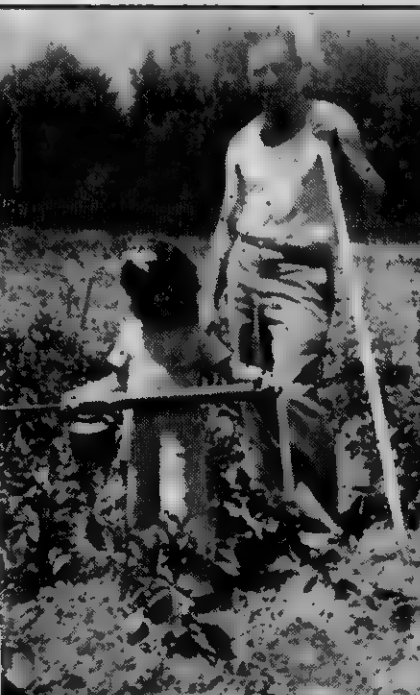
At about this same time Jim Dowling's son, Harry William, was inducted into the Navy and is reported for training at a Naval Base in Maryland. By the way—its "Grandpoo Jim" now. Jim's daughter, now Mrs. Ball, has introduced a baby girl into the world down in Wilson, N. C. early in June. Congratulations, Grandpoo!

## Tie for Highest Rank

In the June issue of THE HIGHWAY it was reported that Lieut. Colonel Charles V. Dickinson had been promoted to the rank of colonel and that this made him the Highway Department's highest ranking officer. Dickinson has recently denied the honor and states that he is still a lieutenant colonel.

So revise your scorecards to read: Commander Guido Forster of Projects and Lieut. Col. Charles Dickinson of Maintenance are the Highway Department's highest ranking servicemen. Congratulations to them both.

## Cooperative Farming



Bugs won't eat up Al Cohen's potato crop if this daughter, Margery, has anything to say about it. In fact it is help such as this that enables Al to take a breather now and then during a busy day at his Victory garden, one of the seventy at Fernwood.

It's wedding bells for Bill Rakowski! Word has been received of Bill's recent marriage to Miss Lillian Johansson, of Minneapolis, Minn. The marriage took place on Sunday, June 27th, in San Francisco. Bill, now Lt. Rakowski, is stationed at Camp Roberts, California.

## IN THE "GOOD OLD DAYS"



Quite a few of our veteran employees well remember what antiques pictured above were the last word in automotive equipment. This was back in the days of World War I, when a good mile an hour thrilled many a driver, and when hand cranked hand hoisting were still considered part of the day's work. The luxuries of modern trucks were unthought of in 1918. A glance will disclose. Apparently the lack of windshields was compensated for by the "nifty" side curtains, and judging from the truck, a driver was fortunate to have a top over his head. Hand were the rule of the day, and if a load were particularly heavy, sometimes a crew of four men was sent with the truck for the purpose of cranking up the body. Hydraulic hoists were just into being.

These Packard trucks and their Kelly and White counterparts were the pride of the Equipment Division, or rather the Labor Division, for it was not until 1920 that the Equipment Division came into being. The care these old fellows received is best attested to by the fact that the last Packard was not disposed of until 1935. In fact some fifty Mack trucks which appeared on the scene a year later are still used for snow removal on many of the second State Highways.

Today's high speed, well equipped trucks are a far cry from their prototypes of the last war, but no more so than the drivers entrusted with their care. The modern plant at Fernwood is now one of the finest of its type, and many a word of praise has been showered upon the Department by concerns whose business it is to keep large fleets of trucks rolling.



Old equipment shed at Monmouth Junction

Men who have witnessed this evolution of the last twenty years, such men as Harvey Berceles, to whom we are indebted for the pictures, Robert Martin, Joseph Havran, Willard Emmons, Boulton and Morris Hunt are unanimous in their enthusiasm for the progress made. Perhaps, once in a while there is a note of nostalgia in their voices as they recall such instances as the day when a man, armed with picks and shovels, loaded a barrel or two of dirt into one of the trucks and started off to repair a piece of road. This was the beginning of the Maintenance Division. Or the time when a fess rigged a plank scraper to the front of one of the trucks and pushed snow from a New Jersey highway for the first time.

Memories such as these are the foundation of tradition, but it will be well to remember that twenty-five years from now folks will look back just as fondly to the "good old days" of 1943 — or maybe a bit at the modern trucks of today.

Word has been received of the death of Thomas Lowell Young, a member of Company C, 78th Bat., 16th Inf. Training Regiment. He and his bride are residing at Atascadero, California. (Box 188). Congratulations, Bill!

It is with regret that we report the passing of George Laub, of 525 Water Street, Belvidere. George had been employed by the Department for over twenty years, working first under Foreman Amzi Lantz, now retired, and of recent years for Ramon Hildebrandt up in Warren County.

William Barnett, employed in Foreman John Faherty's maintenance crew, recently underwent an operation at a local hospital. He came through the operation in fine style and on last report was recuperating nicely.

Everett Dawson, member of the landscape maintenance crew now under Foreman Dominick Parillo, was seriously injured in an accident which occurred in New York City on Saturday, June 27th. The accident was caused by a fall from internal injuries and a possible fractured skull. At this time full details are not available, but we sincerely hope for an early recovery.



VOLUME 2 — NO. 1

## Employees Honored



Commissioner Miller presents E. V. Connitt with Certificate of Merit. Others in photo are, left to right, L. C. Peterson, who received award for Geo. Heffernan, R. A. Snyder and Maurice Salamandra.

## Four Receive Merit Awards

On Wednesday, July 14th, Commissioner Miller presented four Highwaymen with Certificates of Merit in recognition of their outstanding contributions to the efficiency of the Highway Department. The presentation ceremonies, which were witnessed by the employees of the Trenton offices, were held in the board room of the State House Annex.

Those signally honored on this occasion were Richard A. Snyder of the Compensation and Claims office, George A. Heffernan of the Bridge Division, Maurice Salamandra of Maintenance and Eugene V. Connitt of Administration.

In presenting the awards, Commissioner Miller said, "It is good to come together for the purpose of doing honor to those of our fellow employees, who through their enterprise and initiative have come forth with suggestions which so materially contribute to the betterment of this great Department. In recognizing the contributions of these men we have made them more conscious of the growing evidence of enthusiasm and unity throughout the State Highway Department at a time when so many of our employees are serving their government on the far-flung battle lines of Democracy."

The Heffernan award, which (Continued on Page 4)

## Workers Needed For Canning

Highway employees living in or near Monmouth County have a wonderful opportunity to help the war effort during their vacation period and at the same time earn some extra money according to Russell J. Eldridge, Deputy Regional Director of the War Manpower Commission.

In a recent letter to Commissioner Miller, Mr. Eldridge said, "The manager of our local office in Asbury Park has been given to understand that some employees of the State Highway Department living in the vicinity of Farmingdale, Lakewood, Manassquan and Freehold may be willing to offer their services as workers in food processing plants during their vacation."

The food processing plants have an important job to do this year in view of the fact that a large percent of the canned food has already been contracted for by the Armed Services, and it is necessary that all sources of labor be tapped in order that no unnecessary foods will be wasted.

Any Highwaymen who are willing to do work of this nature during their vacation period will be rendering a real patriotic service to their country. For further details contact Mr. Oliver R. Hatfield, War Manpower Commission, 421 Bond Street, Asbury Park.

Remember to write

The boys who fight

# THE HIGHWAY

TRENTON, NEW JERSEY

AUGUST, 1943

## PLAN ROADSIDE BEAUTIFICATION

Campaign to Clean Up New Jersey's Roadside Gets Under Way

Those of us who are familiar with New Jersey's highways have for many years regretted the increasing tendency of billboards, flimsy road stands, and various forms of encroachments to detract from the natural scenic beauty of our roadways. Feeling that our highways are truly the "windows" of the Garden State, we have resented the unsightly mushroom growth of roadside business as it cast aside the aesthetic considerations in its effort to compete successfully for the motorist's attention.

Prompted by a desire to see tangible steps taken towards at least a partial eradication of this evil, I invited representatives of many groups to attend a Roadside Improvement Conference in the Highway Board Room on June 28th last. In the group that met on this occasion were representatives of highway advertisers, oil companies, roadside business organizations, automobile associations, outdoor advertising companies, roadside improvement groups, and many similar organizations. In short, the conference was an adventure in teamwork.

As a result of this first meeting, a Committee on Findings recommended the appointment of a permanent Continuation Committee on Roadside Improvement whose objective would be:

1. To determine the best method of eliminating encroachments on public right-of-way.
2. To study the problems attendant upon the occupancy and use of roadside property, with the view to accomplishing roadside betterment.

The latter committee has now been appointed and consists of:

Mr. Lee Bristol, State Chamber of Commerce; Mr. Herbert Voorhees, President, N. J. Farm Bureau; Mr. James Smith, Secretary, N. J. League of Municipalities; Mrs. Kenneth V. Wallace, President, N. J. State Federation of Garden Clubs; Mrs. Charles Maddock, Jr., President, N. J. State Federation of Women's Clubs; Mr. Frederick C. Sutro, President, N. J. Parks and Recreation Association; Mr. Flavel Shurtleff, Chairman, N. J. Roadside Council; Mr. T. L. Blakeman, Planning Engineer, N. J. State Planning Board; Mr. Leonard Dreyfuss, President, United Advertising Corporation; Mr. Robert Long, Secretary, N. J. Brewers' Assn.; Mr. W. J. Gaffney, Secretary, N. J. Petroleum Industries Committee; Mr. Thomas C. Waldron, President, American Highway Sign Association; Mr. Frank M. Kozik, President, N. J. Hotelmen's Assn.; Mr. O. A. Kieb, Secretary, N. J. Association of Real Estate Boards.

On Wednesday, August 11, this Committee met with members of the Highway Department and discussed:

1. Plan of Action for Eliminating Encroachments.
2. Proposal for roadside improvement on selected sections of highway.

Thus, a good start toward a worthy objective has been made.

We of the Highway Department, whose skills go into the various tasks of highway construction and maintenance, know full well the beauty of the newly opened highway as it winds through unspoiled countryside. And we know, too, the inevitable mushroom growth that all too soon converts this pleasing view into a hodgepodge of billboards, signs, road stands and gas stations.

While recognizing that a large national business is represented by the firms and individuals using our roadways and that American motorists demand that certain roadside facilities be made available to them, we also feel that it is high time that Jersey exercise more rigid control in this field. It is fortunate that many groups share with us the desire to see that the fine highways, bridges and viaducts of New Jersey have their functional beauty enhanced as far as possible by orderly, neat and well regulated surroundings.

The opening shots in this campaign have been fired. The goal we have set is lofty and not easily attained, but if every man and woman in this great State who feels that the cause is worthy, lends a hand, I feel that much can be accomplished towards making New Jersey's roadways fitting companions for her modern highways.

SPENCER MILLER, JR.  
State Highway Commissioner

## Bring 'Em Back Alive - Is Motto Of Highwayman

Malloy Returns With German Prisoners

To an Englishman an M.P. is a member of Parliament, but to a million American soldiers these same initials stand for the tough, highly trained Military Police of our Army with duties embracing such diversified assignments as policing brightly lighted tap rooms to receiving prisoners of war in the front lines. Edward B. Malloy, who before entering the service was a member



PFC. ED. MALLOY

of Sam Bullock's Flemington office of Survey and Plans, is a soldier of this type. Recently he returned from North Africa with a boat load of German prisoners. His ship was one of a convoy of forty-two which were loaded to the gunwales with the remnants of Marshal Rommel's once mighty Afrika Corps.

Since many of the prisoners spoke fluent English, Malloy was able to carry on conversations with them during the long trip to America. Among other things he ascertained that they were terrified at the thought of being subjected to their own submarines, believing a result of Axis propaganda that few ships successfully made the crossing. The first thing they did each day when brought on deck was to count and recount the vessels of the convoy.

"It was not until we had actually engaged submarines without any losses that they realized how they had been hoodwinked," said Malloy. "Then they settled back to enjoy what was left of the trip."

Believed N. Y. in Ruins  
Throughout the trip the Germans looked forward to seeing what they believed to be the often bombed city of New York. As Malloy says, "It was impossible to convince them that no bombs had ever been dropped on that city, so we gave up trying and waited for them to see for themselves. When at last they saw the undamaged buildings, they could hardly believe their eyes."

Ed went on to tell of how the M.P.s go into the front lines to receive prisoners and escort them to a point about five miles in the rear where they are turned over for internment in temporary camps. One big kick he got out of his M.P. trip was receiving THE HIGHWAY and reading about the doings back home to the tune of bursting bombs and the rumble of heavy artillery fire.

Heading for Pacific  
Malloy, whose home is at 861 So. Broad Street, Trenton, came to the Highway Department in October, 1941 as a Chairman and was (Continued on Page 3)



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
in the interests of its employees.

W. CARMAN DAVIS, Editor

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Telephone: Trenton 2-2131 extension 573

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### WHY YOUR CHECKS WERE DELAYED

I have received a number of letters, some signed and some anonymous, in regard to the delay in getting out pay checks in the middle of July. I have answered the signed letters, and, as usual, completely disregarded the unsigned ones.

However, the matter is a serious one and I know that many members of the Department and their families were seriously inconvenienced by the delay in receipt of pay. I would like to point out that those responsible for our payrolls were in no sense slack or loafing on the job. It is only due to their intense efforts and long hours of overtime work that our payrolls were delayed as little as they were.

Several of those who have complained have cited the fact that large private corporations, with many more employees than the Highway Department were able to get their pay checks out on time, in spite of the new tax regulations. This is true, but in these private corporations there was no requirement that the payrolls be passed by Civil Service, the Finance Commissioner and the State Comptroller. In this particular instance the Finance Commissioner and the Comptroller passed the payrolls exceedingly promptly, but due to illness and the unavoidable absence of several experienced people in Civil Service, there was delay, in spite of the heroic efforts in that Department.

The Highway Department was several days late because of the tremendous amount of work involved in meeting the requirements of the new tax law, and in a change which was required in connection with pension deductions.

I realize that excuses don't pay the family bills, but I do want to make it clear that a combination of unavoidable circumstances was responsible, and that the people whose job it is to get out our payrolls did a fine job and deserve credit rather than censure for their work.

E. J. Connett,  
Administrative Assistant.

### LAND and LEGAL

ED DRAKE

Miriam Devlin, Grace Reed and Minnie Pollak of Benjamin C. Van Tine's office, along with Leah Matthews of Administration are recent additions to the K. P. staff at Trenton's Hitching Post. On any Monday evening these Highway girls can be seen passing out the doughnuts and coffee as they lend a willing ear to the stories of Uncle Sam's fighting men.



PVT. LEM SEALE

Lemuel Seale and Kirk Schank also found time to drop in and pay a visit. Lem is still at Fort Monmouth while Kirk is now stationed at Groton Field, Conn. Both these fellows look like army life is doing them a world of good.

Jimmy Laffin, the Title Bureau's authority on popular music and name bands, recently returned from his seventh week-end in Atlantic City. All that is necessary to make Jim take the trip to his favorite resort is the lure of sit-

ting close to the bandstand when a Dorsey, Goodman or Jamet is giving out. Jim further reports that he had to bribe the bus driver to let him squeeze in on the home-bound journey.

Recent office visitors included Norman Lister on his way to California, after completing his training from which he emerged as a Storekeeper 3rd Class; and Jim Kondas who has been assigned to the Ship's Company at Newport where he works in the insurance office.

Here and there: Marion Hester is assigned to Compensation and Claims—Agnes St. Johns welcomed back after a recent illness—Minnie Pollak celebrating a birthday on July 18th with husband Dave, now Corporal Pollak of the M. P.'s, on the banks of the Delaware at Burlington—Miriam Devlin back from vacation at Seaside Heights brown as a berry and fit as a fiddle. Aside to Velt "Pappy" Same: What is the date of the annual corn roast?

### Randolph M. Creamer

Word belatedly reaches us of the death on July 11th, of Randolph M. Creamer, of the South Ambury of Survey and Plans. Mr. Creamer, who died at his home on Maple Place, Keyport, following an operation, had been employed as a Senior Civil Engineer in the Construction Division since April 23rd, 1928.

"Randy" as he was affectionately known to his co-workers had a gentle philosophy of life and a sense of helpfulness, courtesy and a dry wit that endeared him to all. He was the ideal type of public employee.

Mr. Creamer is survived by his wife, Mrs. Ella Creamer and two daughters, Penelope and Mary Jane to whom we extend sincerest sympathies.

**Servicemen** — When in Trenton please drop in to say hello and let us take your picture for THE HIGHWAY.

## Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY

**Construction**  
Galloni, Louis A.

**Maintenance**  
Fisher, Joseph, Merchant Marine  
Hamilton, Robert S.  
Hearon, Luther  
Kaenzig, Wilbert  
Knox, John H.  
Trullo, Gus  
Van Syckle, Frank Jr.  
Wiesberger, Louis  
Yanniello, Michael

**Projects**  
Hann, Samuel G.  
Topping, Ernest G.

### RECENT VISITORS



CAPT. JOHN THOMAS

Captain John W. Thomas, Projects stopped in last issue ago enroute to Fort Monmouth to take part in "toughening-up course" preparatory to going on a new assignment, the nature of which he was not free to divulge. The Captain's address is Capt. John Thomas, ASN 0-444010, Signal Corps, Fort Monmouth, N. J.

136, c/o Fleet Post Office, San Francisco, to say, "I'm pretty well in the groove now... I feel as though I'm an old veteran. Don't be surprised if I get back with a typical British accent. The people here (Australia) are sociable and like the Yanks, as we are called. All an American has to do to make a friend is to offer him a cigarette. It is a welcome gift to civilians and soldiers alike as tobacco is rationed. Whenever a day rolls around when a store gets its supply you can see people lined up for half a block waiting to get their ration."

Through the cooperation of Mrs. Nancy Tallon, mother of William P. Tallon of the Newark Office of Survey and Plans, we learn that Bill has been on foreign service for over a year and has been in action as a 1st Lt. in the Field Artillery against the Japs for many months. He was decorated last February after having been given partial credit for knocking out a Japanese field piece known as Pistol Pete. He was also with the first troops to enter Kokumbona in the Solomons.

Lieut. Tallon enlisted in the 112th Field Artillery and was inducted into the service with that outfit in 1941 as a sergeant. He graduated from the Field Artillery Officers Candidate School at Fort Sill, Oklahoma, and immediately was assigned to foreign service.

Bill says he wishes it were possible for the boys in the Department to come over there and build them some good roads and to Max Bower he adds: "Boy, what couldn't I do with a good ham sausage and a couple of steaks!" Tallon's address is: 1st Lt. W. P. Tallon, Jr., O-1165260, Hq. 8th Field Artillery Battalion, APO No. 25 Postmaster, San Francisco.

While with the Tallons it is a good opportunity to make up for



LT. ROBT. M. REED

the oversight of last month we neglected to give the address of Joe Tallon, a Highway employee and the band of our Woman of the Month. It is as follows:

Joe E. Tallon — U. S. N. CM-1c Bn. No. 106  
Hq. Co. D—Camp Endicott, Davisville, R. I.

### News From the Boys In the Service



CAPT. ANTHONY CREA

Captain Anthony M. Crea, formerly of the Southern Construction Division and one of the first Highwaymen to answer the call to the colors is now in England in charge of a Medical Unit of a Station Hospital. In fact Tony has been overseas for over a year. Sorry to have no quotes from him but we have only the picture and the following address: 160th Station Hospital, APO No. 875, c/o Postmaster, New York. Let's hear from you, Tony.

Sgt. J. J. Fox, 32240901, Co. C, Div. Maint. Bn. A.P.O. 254 Camp Bowie, Texas, writes to Commissioner Miller to say that due to his being constantly on the move notice of the examinations for the titles Foreman and Asst. Foreman reached him too late for action on his part. "When they finally caught up with me," writes Fox, "we were on maneuvers in the Mojave Desert."

Fox also adds that, "While at home I read a copy of the Dept. paper and wish to offer you and the staff my congratulations. It is possible to have the paper sent to my present camp, if so I would appreciate it very much." Aside to Sgt. Fox: This matter has been taken care of, but it is up to you to see that Paymaster Clyde Case gets each future change of address—Ed.

Elmer "Chubby" Boscov, Storekeeper 3rd Class, U. S. Naval Reserve and lately of W. R. Wildblood's office writes from U. S. Naval Supply Depot, Navy No.



LT. OLIVER DEAKON

A recent letter from Lt. Oliver A. Deakon, former Landscape Engineer who recently turned from Alaska states that he is now stationed at Fishers Island, N. Y., where he is undergoing further training as a Sea-Beef. He says, "The work is rather difficult as electricity and radio are new to me and we are covering so much work in so short a time. So far we have managed to struggle along with the rest of the fellows."

Deakon's complete address is Box 432 Fishers Island, N. Y.

### IT WAS FUN WHILE IT LASTED



During July's hottest days, many a Highwayman felt just a little cooler when he looked out into the court of the State House Annex and watched a happy group of youngsters splashing in the fountain. It didn't make it any easier to concentrate on work, but one's mind revering to similar childhood scenes, but before the efficiency of the Department became impaired, someone, whose childhood blood's office writes from U. S. Naval Supply Depot, Navy No.

### EQUIPMENT ITEMS

JAMES O'ROURKE

Larry Gore is the kind of a man many women dream about and never get. Since salt water is taboo this year, Larry devoted much of his time

### Woman of The Month

Since Dec. 26, 1919 "Peggy" Barnett Beatty has performed a vital and continuous service for the Highway Department as a telephone operator. Possessed of a

### Administration Division

ARTHUR EGAN

Charlie Engennach, who performs a myriad and one tasks in the office of Commissioner Miller, has returned from the Mayo Clinic

### A NICE LONG LETTER



service when the Laboratory men re- Joe Mumolie recently, Joe, who is service Squadron, U. S. Air Corps, To by the similar letter the fellows had Mumolie states, "I was a corporal when d before it was finished I was mome- sergeant."

at the left and going up the ladder meier, Jules Smoliga, Norm Schaller,

as an Air Corps instructor. Speed, Jack Koffler tells us is an important factor in his new job with U. S. Army Engineers at the Newark Airport. Four million dollars of work in five months is the goal. Runways 500' wide, and culverts with 1000 to 3400 piles give some idea of the magnitude of the work. Jack is responsible for the work of 2 chief and 15 inspectors, and surprisingly the age average is up, 5 of the 15 are 60 years of age, 1 is 70 years and 1 close to 80. Jack conducted a school for inspectors as part of his job.

Arthur Stetser now of Whitehorse, Alaska, has proven to be an excellent fisherman as well as a good correspondent. A recent fishing expedition to a lake seldom frequented by whites netted 17 lake and mackinaw trout, weighing from 4 to 12 lbs. each. Fifty-seven men enjoyed the catch for two meals. Arthur is working long and hard and enjoys it. Paul Geiser shares Arthur's enthusiasm.

Pat McCullough, Senior Bridge Inspector and First Vice President of the Bridge Division Club, obtained a leave of absence in July to accept a position with the Maritime Commission as Shipyard Inspector of Machinery. Pat is a journeyman machinist and a Licensed Marine Engineer. He holds a 1st Assistant Engineers Steam license covering any ocean and any gross tonnage. Best wishes from the rest of us.

### IN FLORIDA



Fred Price of Foreman Sweet's Landscape gang sends in the above photo of one of their co-workers, Bud Miller leaning against a cannon of another war at Fort Marion, St. Augustine, Fla. Price did not send Bud's address but maybe we'll have it in time for the next issue.

## New Jersey State Highway Department SUGGESTION BLANK

Date:

Division:

Submitted by:

Home Address:

SUGGEST THE FOLLOWING:



**THE HIGHWAY**  
Published by the New Jersey State Highway Dept.  
in the interests of its employees.  
W. CARMAN DAVIS, Editor  
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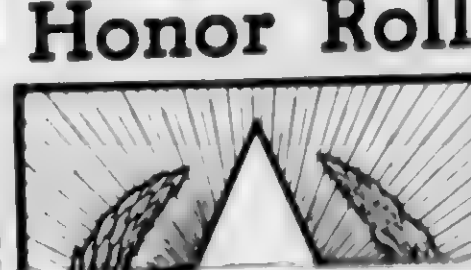
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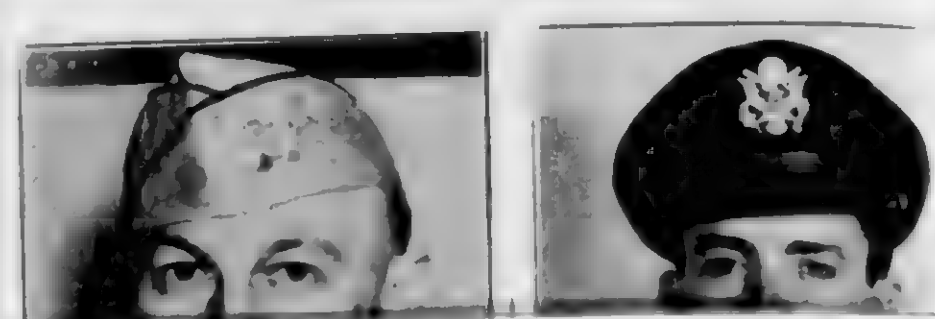
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THE HIGHWAY

#### Highway Honor Roll



RECENT VISITORS



#### SUGGESTION BOX PLAN

**Purpose of the Suggestion Box Plan:** To improve the efficiency and service of the State Highway Department through the adoption of ideas submitted by its employees.

**Eligibility:** All employees are eligible and are invited to submit suggestions.

**Submitting Suggestions:** You may use this form or any other sheet of paper for the purpose of submitting your suggestion. Give full details of your suggestion, outlining the method by which the proposed improvement may be effected. Give the results you believe will be accomplished and support them with necessary data. If more space is required for your write-up, or a sketch, attach additional sheets.

SEAL your suggestion in an envelope and mail or deliver it to:

The SUGGESTION BOX  
State Highway Department  
State House Annex  
Trenton, New Jersey.

**Suggestions Desired:** Suggestions relating to any plan for improving the practice and procedure in the Department are wanted. The following topics give an idea of the scope of the plan for which suggestions are desired:

Increased productivity — Improvement of quality — Reducing costs — Improving office methods and systems — Improving methods of operation, maintenance and construction — Improving tools, processes and machinery — Eliminating unnecessary work, processes or methods and preventing waste — Improving public relations — Conservation of materials — Improvement of conditions affecting safety and health in shop, field and office — Reduction of absenteeism.

**Handling Suggestions:** The receipt of your suggestion will be acknowledged by the Secretary of the Employee-Management Committee. It will be placed in a confidential file. Copies of the suggestion, WITHOUT YOUR NAME and identified only by number, will be sent to all members of the Committee for study. At regular intervals the Committee will meet to review the ideas submitted, calling in Division heads and others for specialized advice. Recommendations of the Committee will be transmitted to the State Highway Commissioner for final action. If your suggestion is adopted you will receive public acknowledgment and recognition.

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#### EQUIPMENT ITEMS

JAMES O'ROURKE

Larry Gore is the kind of a hard many women dream about. Since last year, Larry has been most of his time to a Victory Garden with very satisfactory results. Recently Mrs. Gore and the children took a mountain vacation. During their absence, Larry embarked on an ambitious program with the result that when Mrs. G. and the children returned, most of the products of the Victory Garden were safely stored away for next winter's use.

Eddie Walker of Fernwood is on sick leave and all signs point to a recurrence of the ill effects suffered from gas during the last war.

We extend the sympathies of all to George Visokay who recently lost his mother.

Despite the joking that followed the announcement that someone had taken two squashes from Bob Martin's Victory Garden, a lot of serious thought went into the question of preventing such occurrences from taking place in the future. As a result, every gardener, and this includes many who are at home, is on the alert. We had to be thought guilty of taking the products of someone's garden in the face of such a statement.

Paul Stines, whom you will recall as one of the very few Highwaymen with four sons in the Armed Forces, tells us that his son, Paul, has been honorably discharged from the Air Corps because of physical disability.

Arlington Stinson of the Fernwood office had quite an experience the other day. It seems that some of the boys whom he had driven to lunch were about to return to Fernwood when they found a junk truck parked in front of Stinson's car. They thought nothing of it until the truck man approached Stinson with a proposition that he scrap his car. Thinking he was being kidded, despite the age of the car, Stinson laughed it off. However, when the junk man persisted and assured him that he had many better cars in his junk yard it was not so funny. Ever since, Arlington has been wondering whether to use new yellow Federal Use Stamp was a good investment. And how about the coming inspection?

It's always funnier when a kid gets kidded. That's exactly what happened recently when Pete Danie and family awaited the home coming of his oldest son, Dan, who was formerly an employee of the Electrical Division. More recently a storekeeper in the Navy. Since Danny had been away a long time, this was to be a real welcome-home affair. In the group were Danny's wife and young son. Time was hanging heavy on the hands of all when the phone rang and Dan's voice on the other end informed them that his plane had been cancelled and that instead of coming home he was embarking immediately for combat areas. Pete, who had answered the phone, gave him a real fatherly send-off. It was touching. Needless to say, the gathering was very low-hearted and the ladies in the fearful stage by the time the message was relayed to them.

At this juncture, however, the front door opened and in walked Dan. He had merely called from the corner drug store to find out if you missed me as much as your letters stated.

John Smith, Equipment Inspector at Toms River recently received his honorable discharge from the Army because of age and has resumed his duties with the Equipment Division. Welcome back, Johnny.

#### Harry S. Conover

It is with regret that we announce the death on August 6th of Harry S. Conover, veteran Mechanic of the Vineland Garage. Mr. Conover, who had been on sick leave since last April had been employed by the Highway Department since 1929. He is survived by his wife, Mrs. Ada Conover, two daughters and a son now serving with the U. S. Navy in the South Atlantic area. To them THE HIGHWAY expresses the sympathies of the entire Department.

#### Woman of The Month

Since Dec. 26, 1919 "Peggy" Barnett Beatty has performed a vital and continuous service for the Highway Department as a telephone operator. Possessed of a low, well-modulated voice and a calm disposition she has carried on her exacting work efficiently and with dispatch.



MARGARET BEATTY

Peggy started her career when the Department was housed in the Broad St. Bank Building, and she then worked for A. Lee Grover. That was 24 years ago. Since then she has operated the large switchboard in the State House Annex in the room now occupied by Frank Redburn, until it was merged with the main State House switchboard. Her duties then took her to the Fernwood Service Station and presently she operates the telephone system located in the State Laboratory and serves under Fred Baumann.

Sixteen years ago Peggy took time out to get married. Her husband, Edward, is an employee of the Post Office. Her daughter, Joan, 12 years of age is an ardent pianist, which seems only natural for Peggy has been musically inclined, having played the mandolin, guitar and the piano. Besides her musical interests Peggy has been quite a sports enthusiast and participant. The pool at the Y. W. C. A. used to hold her interest several evenings each week and a Red Cross button attests to Peggy's diving proficiency. Cool weather brought on tap dancing and the winter cycle was rounded out with ice skating. Of late, Peggy has been farming, one of the Victory Gardens at Fernwood, with the bicycle as her mode of transportation.

She is active as the Laboratory's representative in the periodic Red Cross membership drives; as well as a member of the Blood Donors committee. During the July campaign she gave a pint of blood to the plasma bank.

Peggy is out-ranked in Departmental service by only one other woman, Margaret Hennessey of the Newark office who started work July 21, 1919. With her characteristic frankness Peggy owned up to 130 lbs., and we chose to think of that as a pulchritudinous advantage. Peggy has an enviable psychological slant. She refers to her housework as a hobby, and she enjoys her work at the switchboard. She definitely has something on the ball.

#### Bring 'Em Back

(Continued from Page 1)  
assigned to the Flemington office. He entered the Army in September of last year and trained for his present assignment with the 361st Escort Guards while at Camp Clark, Missouri. Right now he is looking forward to his next trip which will be in the Pacific area, where he hopes some day to pioneer his own business.

It is with regret that we announce the death on August 6th of Harry S. Conover, veteran Mechanic of the Vineland Garage. Mr. Conover, who had been on sick leave since last April had been employed by the Highway Department since 1929. He is survived by his wife, Mrs. Ada Conover, two daughters and a son now serving with the U. S. Navy in the South Atlantic area. To them THE HIGHWAY expresses the sympathies of the entire Department.

During July's hottest days, many a Highwayman felt just a little cooler when he looked out into the court of the State House Annex and watched a happy group of youngsters splashing in the fountain. It didn't make it any easier to concentrate on work, but the mind reverting to similar childhood scenes, but before the efficiency of the Department became impaired, someone, whose childhood must be far away, indeed, ordered the fountain drained. Mayhap the kids found another place in which to splash and keep cool.

Elmer "Chubby" Boscov, Storekeeper 3rd Class, U. S. Naval Reserve and lately of W. R. Wildblood's office writes from U. S. Naval Supply Depot, Navy No.

#### Administration Division

ARTHUR EGAN

Charlie Engemann, who performs a myriad and one task in the office of Commissioner Miller, has returned from the Mayo Clinic at Rochester, Minn., following a complete check-up. Charlie was deeply impressed by the wonderful work that is being carried on at that medical center. Incidentally, he found out that he is in pretty good shape after all.

Travel restrictions are the reason for the renewed interest shown by J. Watt and P. Cranmer in our national pastime. They have become regular patrons at Wetzel Field in Trenton where they spend a good part of their time heckling the players. Through rose-colored glasses they seem to look back to the days when they were making the same misplays and remember nothing but the pitch that struck out the side or the hit that won the game. Ho-hum.

Announcement was recently made of the engagement of Miss Olga Souris of Easton, Penna., to Charles Kuhn, Jr., son of Charlie Kuhn, Senior Auditor, Charlie, Jr., is at present serving with the Army.

The Auditing Division recently underwent a change for the better with the addition to its staff of three charming young ladies, namely, Claire Luzzo, Rosemary Moran and Marilyn Sidelall. Welcome girls.

There has been quite a shifting of offices in the Administration Division. It would be nice to give you a detailed account of the changes effected to date, but we haven't been able to keep abreast of them all. One thing we are sure of is that if you want to see a certain person the chances are you won't find him or her at their old stamping ground.

Ed Downs recently returned from a seashore vacation: John Moore, with three sons in the Armed Forces, spent his vacation in a war plant; Eddie McElroy, combined plane and train, business and pleasure, on his Down East vacation, while Frank Dunn, Ann Ludwig, Gladys Brinkloe, Midge Leuthers, John Gulch and Frank Fienman are others who look better for the change a vacation brings.

Dan Cupid has finally caught up with Irving Schindler and from the latest reports it is to be wedding bells for this popular bachelor sometime in September. Well, lots of love, luck, and our sympathies to the future Mrs.

Elgin "Len" Mayer, who has been farming for many years, donated many plants and lots of good advice to the new gardeners in the year. Besides this, Elgin has donated almost a gallon of blood to the Red Cross. With two boys in the Navy, the farm is keeping him busier than ever, but despite this, he is producing a bumper crop as an extra contribution to the war effort.

The folks in Hamilton Square have decided to erect an honor roll for the boys and girls in the service. Harold Jensen of Mr. Howell's office and Mr. Murphy (who runs the best tap room for miles around) have been entrusted with making the necessary canvass for funds. This, of course, has resulted in nightly meetings at Murphy's for the purpose of going over the myriads of details that must be discussed at great length. Confidentially, though, we'll bet that Hamilton Square gets a swell honor roll.

Mass tonsillectomy was the order of the day in the Russo family not so long ago when Tommy, his son T. Jr., and a nephew all submitted to the ordeal at one time.

Lieut. Henry B. Worthen, of the South Amboy office has received his Pilot's wings at Fort Sumner, New Mexico, and after a visit to his home in Asbury Park will be stationed temporarily in Washington State.

August completes the eighth year of the South Amboy office existence and location.

John F. Summers, inspector of the Crawley office, formerly of the Crawley office, leaves to join the Air Corps service on Aug. 16, where the groom to be is assigned.

#### A NICE LONG LETTER



A ladder was rushed into service when the Laboratory men received a ten foot letter from Joe Mummolo recently. Joe, who is now a member of the 512th Service Squadron, U. S. Air Corps, Tonah, Nevada, was inspired by the similar letter the fellows had sent him not so long before. Mummolo states, "I was a corporal when I started to write this letter and before it was finished I was non-com. In the above photo, starting at the left and going up the ladder are: Jack Marston, Joe Schlotenmeier, Jules Simolga, Norm Schuller, Joe McGrath and Bud Wahl.

as an Air Corps instructor. Speed, Jack Koffler tells us is an important factor in his new job with U. S. Army Engineers at the Newark Airport. Four million dollars of work in five months is the goal. Runways 5000 wide, and culverts with 1000 to 3400 piles give some idea of the magnitude of the work. Jack is responsible for the work of 2 chief and 15 inspectors, and surprisingly the age average is up, 5 of the 15 are 60 years of age, 1 is 70 years and 1 close to 80. Jack conducted a school for inspectors as part of his job.

Arthur Statner now of Whitehorse, Alaska, has proven to be an excellent fisherman as well as a good correspondent. A recent fishing expedition to a lake seldom frequented by whites netted 17 lake and mackinac trout, weighing from 4 to 12 lbs. each. Fifty-seven men enjoyed the catch for two meals. Arthur is working long and hard and enjoys it. Paul Geiser shares Arthur's enthusiasm.

Pat McCullough, Senior Bridge Inspector and First Vice President of the Bridge Division Club obtained a leave of absence in July to accept a position with the Maritime Commission as Shipyard Inspector of Machinery. Pat is a journeyman machinist and a Licensed Marine Engineer. He holds a 1st. Assistant Engineers Steam license covering any ocean and any gross tonnage. Best wishes from the rest of us.

M. Fox and Wilbur Spencer recalled from Rutgers early in July for work on post war bridge program. . . . Frank S. Wilson taking a day's vacation now and then to work his two victory gardens. . . . L. C. Peterson doubling for North-Hampton and receiving a Certificate of Merit on July 14th. . . . John Patrick's daughter, Ethel, going West with the Waves. She joined as Seaman 2nd Class on June 15th and from Hunter College proceeded to the Naval Hospital at Oakland, Cal. . . . P. H. Dorch sporting a Toms River tan and going back for more. . . . Martha Seales transferred to Construction Inspectors no longer with the department due to curtailed field work. . . . A. T. Amabile, transferred to the Highway Planning Board. . . . E. W. Kowling on a leave of absence and farming. . . . Wm. Clow taking a voluntary lay-off and turning machinist. . . . August brings birthday to the following and with it our felicitations: Edw. D. Courson and Arthur H. Steiner, August 1st. John H. Patrick—12th. Wm. M. Tonge—13th. John J. Sheenan—17th. Anastasia J. Kanyul—22nd and Chester P. Smith—25th.

As we go to press Chester Smith informs us that his daughter, Marjorie C., will become the bride of Sgt. William D. Everett, U. S. Army, on August 21st. The couple will make their home in Denver where the groom to be is assigned.

Fred Price of Foreman Sweet's Landscape gang sends in the above photo of one of their co-workers, Bud Miller leaning against a canon of another war at Fort Marion, St. Augustine, Fla. Price did not send Bud's address but maybe we'll have it in time for the next issue.

IN FLORIDA  
Fred Price of Foreman Sweet's Landscape gang sends in the above photo of one of their co-workers, Bud Miller leaning against a canon of another war at Fort Marion, St. Augustine, Fla. Price did not send Bud's address but maybe we'll have it in time for the next issue.



## Meet the Gang



Not all Maintenance crews patch shoulders, clear ditches or perform the myriad and one tasks necessary to preserve a modern highway. In fact quite a few of them, (the landscape men of Supervisor Robert S. Green) devote their time to beautifying these same highways in a manner that is unique to New Jersey.

The crew of Foreman James Horn is typical of many of these gangs that have contributed so much to the charm of New Jersey highways. Like others, they are today maintaining pre-war sections with greatly enlarged forces, which means that these men are working harder today than ever before.

In presenting this Gang, who work out of the Woodbridge Club, verlet and cover Route 8-24 from Elmwood to Union, Route 28 verlet and cover Route 35 from Woodbridge to Morgan; from Elmwood to Route 24 from Union to Union; and Route 25 from Raritan River to Kearny, we give you in the front row from left to right: Robert Meyers, George Venezia, Sam Sien and Anthony Scampone. In the rear row are Foreman Horn, John Sabo, Mike Koldy, Lasher Pinelli and Hans Meng. William Davis was on vacation at the time the picture was taken.

Of this group Meyers and Venezia are the truck drivers while the other men divide such jobs as mowing operation, tree trimming and slope planting. In these days of small gangs a man must be a jack of all trades.

Hobbies among this group are indeed diversified, extending from stamp collecting to horseback riding. The philatelists of the group are Scampone, whom the boys describe as a small collector in a big way, (or was it a big collector in a small way?) and Meng. The horseman is Venezia.

Sien, the youngest member of the gang, is also a waiter in his spare time in one of the "better joints in town." John Sabo, the oldest man in the gang, is experiencing difficulty in obtaining sufficient gasoline to get to work these days, but he is not alone in this respect. John, who retired from operating a power mower some years ago, is once more following the "Cooper" around the greens due to labor shortage.

Mike Koldy, who has been unofficially called the "Mayor of Leon St.," has the largest Victory Garden in the gang.

Hans Meng's hobby does not stop with stamps. In addition to this, he is an avid sportsman. Not so long ago he was accustomed to this, he is an avid sportsman. Not so long ago he was accustomed to this, he is an avid sportsman. Not so long ago he was accustomed to this, he is an avid sportsman.

Lasher Pinelli is the newest member of the crew and at present is setting a fast pace for the others with his scythe, which, incidentally, he is an expert at sharpening.

Scampone, who has been with the Highway since 1926, and Meng are veterans of the last war, as is Pinelli who at that time served with the Italian army.

Foreman Horn, who came up from the ranks, lives in Tinton Falls, and, as a result, travels the longest distance to get to work. Jim is a firm believer in keeping everlastingly at a thing if you want to get it done. His record, coupled with a pleasant personality, is one of the main reasons for the Woodbridge Gang's success in maintaining their large territory.

## PROJECTS PARAGRAPHS

E. L. MEYER

Since July 6th the Auditors of the Projects Division have been located in new quarters. The three persons concerned are John Ruhlman, Frank Hufshage, and Mrs. Moran, and they now occupy room 229 just across the hall from their former office.

Gene Palmer and his assistants, Mrs. Anderson and Miss O'Hara, moved from room 220 to 208 next to Mr. Reed's office in the room formerly occupied by Helen Tallon and Cliff Weir. Cliff is now located in Room 301.

Number twenty-two from the Projects Division is Ernest Topping, Projects Engineer for Bergen County, who recently reported to the Navy "Sea Bee" at Camp Peary, Va., as a Warrant Officer.

"Ernie" joins Sam Hann who reported there the previous week. The office force honored Sam with a luncheon at Paul's Roma Restaurant and presented him with a pen and pencil set having gold Navy insignia. We regret, however, that Ernie's notice was too short to allow arrangements for the customary luncheon, and instead was simply presented with a very useful book on engineering.

Topping's territory in Bergen County and Ham's territory in Sussex County have been taken over by Jim Harding, while Harry

## THE HIGHWAY MAINTENANCE NOTES

GENE BECKNER

Something of a turmoil reigned at the Maintenance Division Office during the early part of August. Those job classification questionnaires! Each of you realize that your own individual questionnaire was something of a problem. Well, multiply that by a thousand or so and you have the problem which confronted Mike Only and the Division office. The rough questionnaires from the 1200 or more field employees poured in to be checked and typed. Sandwiching this work in between such routine tasks as payroll preparation, work orders, etc., was to be fun, particularly with a somewhat depleted force to start with.

Arnold Paeh, of Belmar, employed as a Maintenance Investigator before his enlistment in the U. S. Army, came from England. Arnold, now 1st Lt. in the Army Engineers, reports lots of activity and hard work. We are glad to hear that he has received some copies of THE HIGHWAY and has enjoyed them.



FRANK DAY

The gentleman pictured above needs no introduction to the boys up at Fernwood, but to those others who have not had the pleasure, we present Frank Day. Frank, an employee of the Maintenance Division, has had an interesting career. He joined the U. S. Navy during the Spanish American War, was back in 1908 and was a member of the crew of the Battleship Texas which took part in the blockade and ultimate destruction of the Spanish fleet at the Santiago Harbor. Frank liked Navy life so well that he remained in the service after the war. One voyage he recalls with great clarity was the towing of the dry dock "Devey" from Newport News, Va., to Manila Bay in the Philippines via the Atlantic Ocean, the Mediterranean, the Suez Canal, the Indian Ocean, and the China Seas. Although not as large as some of the modern dry docks, it was a massive structure capable of floating what at that time was a first class battleship. Frank relates how several times during the voyage, heavy seas snapped towing hawsers as thick as a man's body just as if they were pieces of string. They finally made port, however, and it is Frank's belief that this dry dock was still in service when Manila fell to the Japs early at the beginning of the present war, and may be working for our enemies now. Frank's final enlistment ran out in 1911 and he returned to Trenton and civilian occupation. He began his employment with the State Highway Department in October, 1927, and of late years has made a specialty of mudjacking work. His services in this line have proven extremely valuable to the Department.

Since leaving the Navy, Frank has found time to raise a family and now has four boys in the armed services. One son, Earl, is in the Pacific theater, and another is in the U. S. Navy—a torpedoeman first class assigned to the submarine service. Earl, 2nd Lt. in an anti-aircraft unit at Camp Davis, N. C.; Howard, a Sgt. fighting in the Pacific theater, and a member of the Quartermaster Corps at Port Dix.

For his own part, Frank is of service to our country and for that now he

## JUST BEFORE THE BATTLE



It was a night to remember for George Visokay — in fact, he is more familiarly known to his fellow workers at Fernwood, when the immortal Jack Dempsey refereed the wind-up Sacco fight with Willie Smith at the Trenton Arena. In those days Dempsey was the idol of every young fighter and, with Babe Ruth, shared the place second to none in the hearts of American youth. That is the above photo, taken just before the opening bell, is one of George's dearest possessions.

Visokay came to the Highway Department in August last, shortly after hanging up the gloves. His decision to quit the ring was made after suffering a badly lacerated eye which resulted in temporary blindness.

Today George is the proud father of two small sons and is satisfied with his job as Mechanic's Helper in the Equipment Division. Any interest he has in boxing is now limited to an occasional workout with some ambitious youngster who might be aiming for a lumps in the Golden Gloves amateur tourney.

During his active ring career, Sacco fought thirty-nine times, winning twenty-four, fighting seven draws and losing six times. Most of his contests were non-decision affairs.

ing performed by his sons, we salute—Frank Day!

J. P. (Pete) Lutz, Maintenance Foreman in the territory surrounding the Newark Garage, was all set for a little vacation around about July 4th. Fate intervened, and Pete was stricken seriously ill on the day his vacation was scheduled to start and has been unable to work since. He recently underwent an operation and at last report was convalescing. Here's wishing you an early recovery, Pete.

Received an interesting letter from Jimmy Walter recently. He is still undergoing treatment at the Mayo Brothers Clinic in Rochester, Minn., and reports slow but definite progress. It must be an amazing sight to view the thousands of patients from every corner of the globe.

Jimmy says that the other day he counted licenses from about forty different states in the Union and relates that every incoming mode of transportation—train, bus, and airplane—brings in new hordes.

Charles (Doc) Doherty, whose induction into the Army was reported in the last issue, is now at Kessler Field, Mississippi, 52nd Squad, 52nd Training Group, U. S. Army Air Corps. Doc says we don't know what hot weather is until we try Mississippi in July and August.

## Merit Awards

(Continued from Page 1)

was made in recognition of his initiative in organizing the Highway Blood Donors and his subsequent appointment as Permanent Chairman of the State Employees Blood Donors, was received by Lawrence C. Petersen, Assistant Bridge Engineer, due to Mr. Heffernan's unavoidable absence.

The Certificate of Merit awarded to Richard A. Snyder came as the result of his suggestion of a speciality of mudjacking work. In his report, Mr. Snyder stated that he had handled the many transportation problems resulting from the fifty percent mileage reduction. In commenting on this award Commissioner Miller said, "This suggestion has played an important part in the enviable record compiled by our Department in more than reaching the required mileage reduction as set by the Governor's Committee."

Maurice Salamandra was honored as a result of his suggestion of an improvement on the safety seat platform of Maintenance trucks used for spreading sand and cinders on icy pavements. Because

## HIGHWAY PILOT IN FATAL CRASH

### Plan Post War Construction

Lt. Reed Among Victims of Texas Disaster



Recent photograph of Lt. Reed and father E. E. Reed

Trenton, August 19th. The Highway Department was shocked to learn that one of its own boys, Staff Sergeant Anthony J. Cucinotta, was among the victims of a heavy bomber crash near Field, E. Paso, Texas.

Staff Sergeant Cucinotta, who became a member of the Highway Department in 1937, had been employed by the Electrical and Safety Division of the Department. He was commended in a letter from the Department for his active part in the conduct of a departmental function.

Bob Reed, who was born in Trenton on March 29th, 1916, and attended Trenton public schools before enrolling at Lawrenceville Academy. His academic training was followed by a technical course in land surveying and drafting at the School of Industrial Arts in Trenton.

Following graduation from this school, he engaged in surveying with private engineering concerns and joined the forces of the Highway Department in February 1937 as a draftsman on lighting installations.

During the time Bob was associated with safety education work, he traveled thousands of miles throughout New Jersey's twenty-one counties and appeared before all types of gatherings. Because of his deep interest in this work and a pleasant personality, he was instrumental in making thousands of friends for the State Highway Department. His loss will long be remembered by the men and women of the department, extends to Mr. and Mrs. Reed, a sister, Doris F., and brother, Arthur E., our deepest sympathies.

## Form Department Bowling League

Warren C. Oldham, Inspector of the Maintenance Division, is a bowling enthusiast from way back. His enthusiasm for the game is such that he could see no logical reason why there were not enough bowlers in the Highway Department to start a league composed entirely of our employees. Arriving at this conclusion, Warren started out to sell his idea, with the result that such a league has been formed.

Representatives of Fernwood, Administration, Laboratory, Construction, Electrical and Projects have rounded up enough players to launch a six team league in the immediate future. Invitations have been sent to all field offices to enter teams, but it looks as if transportation difficulties will make such participation impossible.

Bowlers from some divisions, not represented by teams, have been invited to join the teams already formed, so there will be some instances of a man playing with a team rather than in that in which he is employed.

Frank Dunn of Administration has been elected temporary president, pending an election of a permanent president, and has also been entrusted with the task of having up rules which will govern the league.

## BACK THE ATTACK — BUY WAR BONDS

## Suggestion Box To Be Handled By Committee

For the first time in the history of the State Highway Department employees are destined to play an active part in the conduct of a departmental function. On August 11th Commissioner Miller appointed an Employee Management Committee for the purpose of improving the procedure of handling contributions to the Suggestion Box and of determining whether they are worthy of adoption by the Department.

The Committee is composed of Arthur J. Lichtenberg, Chairman of the Ten Year Club Welfare Committee; T. Wilfred Emmos, Chief Mechanic; Fred C. Claus, Education Engineer; and W. Carman Davis, Editor of THE HIGHWAY, representing the employees. The Management representatives are E. J. Conitt, Administrative Assistant; James L. Hays, Electrical Engineer; and Alex W. Muir, Superintendent of Maintenance. Mr. Lichtenberg will serve as Committee Chairman and Mr. Davis as Secretary.

Names To Be Withheld

The suggestions will, as heretofore, be sent to The Suggestion Box. Upon receipt, all suggestions will be typed upon a standard form, identified only by a number, and sent to each member of the Committee. At frequent intervals the committee will meet for the purpose of collectively studying these suggestions. From time to time various members of the Department will be called upon to render expert advice or criticism.

In no case will the person submitting the suggestion be known to any member of the Committee.

In the February issue of THE HIGHWAY, Commissioner Miller (Continued on Page 3)

## Credit Union Growing Rapidly

The credit union recently formed by Highway employees in the Trenton area is growing at a rate that far exceeds even the most optimistic estimate of its sponsors. Not only have many persons realized the importance of this form of savings, but an equally large group have availed themselves of the opportunity of borrowing at low interest rates.

The history of this credit union to date is but another evidence of the cooperative spirit of Highwaymen and their willingness to work together for the common good.

## Engineers Meet to Discuss Peacetime Program

"The real cost in building up a community is the cost of non-planning." These wise words were spoken by the late Senator Dwight W. Morrow, one of the ablest statesmen of our time, to the Engineers Club of Trenton shortly before his death. It still remains a profoundly true observation.

Planning is an important function of any community; it is a vital part of the engineering responsibility of the Highway Department. Indeed, wise and sound planning is the very condition of sound construction and efficient maintenance of a highway system.

The conception of planning has been the subject of much discussion and not a little ridicule in recent months. The reason for it is not hard to discover. The confusion arises out of the use of the word to mean quite different things. There is, for example, quite a marked difference between a planned society and a planning society. The former represents Utopia; the latter the sound practice of a growing community. To the engineer planning is one of the basic techniques of sound construction. It is the method of bringing the discipline of field study, past experience and scientific knowledge, plus imagination, to bear on a particular problem. It is, at the same time, an attempt to forecast future trends and needs and then create efficient designs to meet those needs. Planning will be as good or as bad as the capacity and training of the men who do the planning.

Recently I invited the Heads of the Planning and Survey Division of the State Highway Department to meet with me and discuss our plans for the post war period. I undertook to impress upon the leaders of the district offices and various divisions about the State of the growing urgency for completing plans which will enable the State Highway Department to provide a large amount of necessary public construction at the termination of hostilities. The initial response was most encouraging. These men who make the designs for our roads and our bridges occupy a very strategic part in the planning of our post war program. They are laying the foundation for tomorrow's highway system; they are doing more, they are helping to provide the plans for the development of a public construction program which will aid in the conversion from a war to a peacetime economy.

Each of us in the Department, whether in the Construction, Electrical, Maintenance, Equipment, Projects or Administration Division, has the task of asking ourselves are we doing our utmost now to be planning against the post war period. The State Highway Department is destined to play a very important part in the post war era; it is equally important that we should be prepared to discharge our function promptly and efficiently with well considered and detailed plans.

Spencer Miller, Jr., State Highway Commissioner.

## Fishing Tackle Being Sought For Servicemen

Highwaymen in all sections of the State are being afforded an opportunity to do their bit for the men now fighting across the seas. A program of national proportions is being organized under the direction of Mr. Harlan Major, well known authority on fishing, which has for its purpose the supplying of fishing tackle to our soldiers on foreign battle fronts.

Several Highwaymen, including E. V. Connett and Frank Devereux, have become interested in this project and feel that Highway employees might desire to take part in such a program.

As has been explained by Mr. Major, the waters adjacent to the localities where many Americans are now stationed teem with fish of all kinds. Because of the unavailability of tackle, the sport of catching these denizens of the deep cannot be enjoyed by our fighting men during their hours of relaxation.

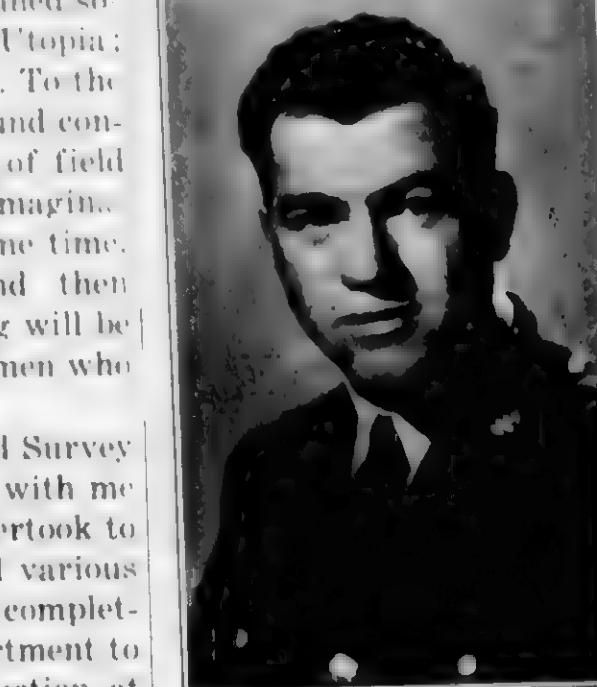
Many examples exist where men have actually waited hours for the (Continued on Page 2)

## Cucinotta Reported Safe in England

Returns to Base After Being Shot Down

Staff Sergeant Anthony J. Cucinotta, who was officially reported missing in action following a bombing raid over France, has recently called his mother that he is not only safe, but has been able to make his way back to England where he has rejoined his command.

Because of censorship, the details of this outstanding exploit will



STAFF SGT. CUCINOTTA

have to wait until after the war for complete telling. However, it may be said at this time that not only Cucinotta, but several members of his Fortress crew have reported for duty at their English base after being shot down over Northern France and spending some time in Europe.

Sergeant Cucinotta, a member of the Air Corps since January, 1942, is a waist gunner in a B-17 Flying Fortress and has seen a lot of action since leaving the Highway Department. At present he is one of three brothers, who are now serving their country. Their parents, Mr. and Mrs. Samuel Cucinotta, reside in Trenton.

THE HIGHWAY sends to this valiant member of our fighting forces the heartiest congratulations of all and trusts that many will take this opportunity to write to Tony at the following address: Staff Sergeant Anthony J. Cucinotta, 546 Bombing Squadron, 384 Bombing Group, APO 634, New York City.

## RINDS CLUE IN MELON THEFT

The following clipping, featuring Frank Carfagno of the Pleasantville office was recently nationally syndicated by the A. P.

OCEAN CITY, N. J., Aug. 29.—Figuring that thieves who stole 10 watermelons from the victory garden of Frank Carfagno, 3d st. and Central avenue, yesterday, would have to dispose of the rinds. Patrolman William Spruill sniffed along back alleys early today until he came to a garbage can loaded with rinds.

Spruill was a bit dubious when he found the remains had come from a law-abiding sort of house, but when he questioned the girls, he was told the melons were given them by four young boys. To clear themselves, the girls helped the police find the melon moochers, who promptly confessed.

Police Judge Howard Warren ordered the boys, all under 16, to reimburse Carfagno, 100¢, and warned them to cease their "altruistic thefts."

Complete information regarding instruction methods, subjects treated (Continued on Page 2)



## THE HIGHWAY

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Telephone: Trenton 2-2131 extension 578

## A BIG STEP FORWARD

As a result of a statewide survey recently completed by the Electrical Division, a reclassification of State Highway drawbridges has been approved by the Civil Service Commission and is now in the process of being put into effect at the earliest possible date. This reclassification of bridges will also result in the reclassification of the bridge operating personnel, with further opportunity being afforded these men of obtaining advancement within their own particular sections of the State.

Heretofore, the only classified bridges in the entire State Highway system were the Wittenburg Bridge (Rt. 10), Hackensack River Bridge (Rt. 25M), and Passaic River Bridge (Rt. 25M), which were designated as "Metropolitan District." On these three bridges the operating personnel consisted of Chief Operators, Asst. Chief Operators, Operators and Attendants. The remaining thirty bridges were operated by Operators and Attendants.

Under this system, which had little to recommend it, it was often necessary for a man to move from one section of the State to another in order to obtain advancement, since no bridge in his vicinity employed personnel with higher rating than Attendant.

To arrive at a scientific classification of all bridges, James L. Hays, Electrical Engineer in charge of the Electrical Division, conducted an exhaustive survey to determine a schedule of "basic characteristics of drawbridges." In this survey such factors as the number of openings, operation characteristics, main horsepower, valuation of highway traffic, valuation of operating machinery, valuation of draw span, yearly maintenance cost, percent of commercial highway traffic, percent of commercial marine traffic, location of bridge, and personnel per shift were considered.

In order to correctly evaluate the results of this survey, each characteristic was classified as A, B, C, etc., and each letter weighted. This resulted in a total point valuation of each bridge and a personnel assignment made up of the following:

Individual classification of drawbridges resulting from this survey are as follows:

BRIDGE	CLASS I	LOCATION
Raritan (Victory)	Perth Amboy	
Cooper River	Camden	
Hackensack, Rt. 25M	Kearny	
Passaic River	Newark	
Hackensack, Rt. 10 (Wittenburg)	Jersey City	
CLASS II		
Hackensack, Rt. 8	Secaucus	
Shark River, Rt. 4N	Belmar	
Hackensack, Rt. 6E	Little Ferry	
Manasquan, Rt. 35	Point Pleasant	
Shark River, Rt. 35	Belmar	
Shrewsbury River	Highlands	
Ocean City	Ocean City	
CLASS III		
Rancocas Creek	Bridgeboro	
Manasquan, Rt. 34	Manasquan	
Inland Waterway	Point Pleasant	
Oldman's Creek	Nortonville	
Raccoon Creek	Bridgeport	
Mantua Creek	Paulsboro	
Mullica River	Smithville	
Bass River	New Gretna	
Woodbury Creek	Woodbury	
Cohansey River	Bridgeport	
Maurice River	Millville	
Tuckahoe River	Tuckahoe	
Island Heights	Island Heights	
Manahawkin	Manahawkin	
Somers Point	Somers Point	
Lovelandtown Canal	Lovelandtown	
Alloways Creek (Hand)	Quinton	
Nacote Creek (Hand)	Smithville	
Matawan Creek (No boats)	Keyport	
Manantico Creek (No boats)	Millville	
Cheesapeake (Building)	Morgan	
Hudson-Manhattan, Rt. 25A Detour	Newark	

In keeping with the reclassification of drawbridges, a modification of personnel classifications and salary ranges has been approved and is now being worked out as follows:

PROPOSED CLASSIFICATION	PROPOSED BASIC C. S. C. SALARY	PROPOSED ADJUSTED C. S. C. SALARY (Chpt. 124, P.L. 1934)*
Chief Operator	\$218.33 — \$248.33	\$235.00 — \$265.00
Asst. Chief Operator	193.33 — 218.33	210.00 — 235.00
Operator, Grade I	160.00 — 193.33	175.00 — 210.00
Operator, Grade II	120.00 — 160.00	135.00 — 175.00
Attendant, Grade I	100.00 — 120.00	110.00 — 132.00
Attendant, Grade II	100.00 — 120.00	110.00 — 132.00

\*Exclusive War Bonus

In view of the obvious inconsistencies arising in the past because of a lack of proper classification of our drawbridges and their operating personnel, this reclassification should be welcomed as a big step forward, since it offers a most logical solution to a situation that has long needed correcting.

Our heartfelt congratulations to James L. Hays and his able associates and to Commissioner Miller, Mr. Connitt and the Civil Service Commission for their endorsement of a most sensible program.

## Highway Honor Roll

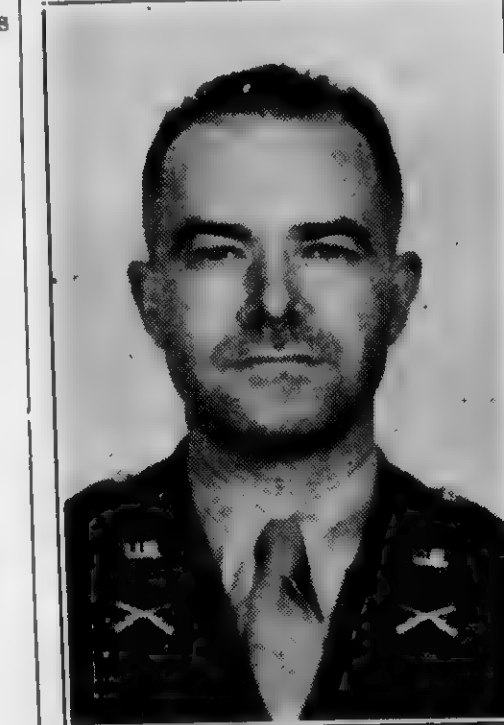


The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Construction	Army
Summers, John	Army
Kauffman, William J.	Army
Electrical	Navy
Ranson, Edwin A.	Navy
Laboratory	Army
Baumann, Edward J.	Army
Maintenance	Army
Carl, Horace	Army
Emerick, Harold	Navy
Garibaldi, Dominick	Navy
Pointek, Steve	Army
Van Zandt, Leon	Army
Projects	Army
Deacon, Frank J.	Army

## News From the Boys In the Service

We learn that Kenneth Fish who entered the Service in September, 1941, has been promoted to the rank of Captain and is now taking a three month's course at Fort Sill, Oklahoma, where he recently ran into Lt. Col. Charles Dickinson, also of Maintenance. Captain Fish has a year-old daughter, whom he has not yet seen.



CHAS. W. KENYON

Another Highwayman who is making his mark in the service is Major Charles W. Kenyon, Hq. A.P.O. 470, Camp Claiborne, La. Charlie, who before entering the service was associated with B. L. Van Breen in the development of reflecting curb joints, etc., has been a Reserve Officer since 1931. In 1939 he graduated from the Infantry School at Fort Benning, Ga., and was assigned to the 30th Infantry. After serving for 19 months at the Executive Office at Fort Dix, Kenyon was sent to Benning for more training and then to several other Camps on various assignments.

Add another commissioned officer to the large list already representing the Highway Department in all parts of the world. Joseph J. DePuglio sends word that he is now a 2nd Lieut. in the Air Corps. Lt. DePuglio is on Military Leave from the office of H. D. Robbins.

## 12 Week Course Scheduled for Fall

(Continued from Page 1)  
ed, and list of instructors may be had by writing for mimeographed leaflet to Mr. Harold W. Giffin, Engineer of Survey and Plans, State House Annex, Trenton, New Jersey.

## TWO HIGHWAY GOBS



CHAS. W. WALKER

Yeoman 3rd Class Charles W. Walker, of Paymaster Clyde Case's office, was a recent visitor while on furlough from his duties with the Coast Guard at Truro, Mass. Charlie is about thirty pounds heavier than when he left the Highway and hard as nails.



JAMES KONDAS

Another young Highwayman has found time to drop in and say hello. James Kondas, home on furlough from the Naval Training Station at Newport, R. I. Jim is engaged in office work dealing with insurance and family allowances.

## SOUTH JERSEY SEA-BEES



WM. WALMSLEY

Leland Buzby of the Pleasantville Office sends a recent letter received from William Walmsley, now in the Aleutians. Bill says, "Well, I got up early this morning (July 4th) and had a lot of fun shooting off my firecrackers. This place is really pretty now, with nice green mountain sides loaded with flowers and the white snow on top. But I guess that winter is not far off by the feel of the weather." We are not sure of Bill's latest rating but at last reports he could be reached as C. M. 1st Class, William Walmsley, Navy 870 c/o Fleet Post Office, San Francisco, Calif.

## Fishing Tackle For Servicemen

(Continued from Page 1)  
privilege of using the one line that some fortunate servicemen have been able to obtain.

Mr. Major feels, and rightly so, that several million fishing lines and other tackle are lying idle for the duration and that the owners of this equipment would be more than happy to have the opportunity of sending this equipment to servicemen.

Due to lack of shipping space, rods, reels or sinker (leads) can be accepted, but lines (in all conditions) lures of all types, swivels, hooks and leaders are more welcome.

If you happen to have any such equipment, whether salt water or fresh, it can make some soldier, sailor or marine happy. Turn it in to any Highway field office, garage or maintenance depot and it will find its way to the fighting fronts of the world. All equipment will be serviced before shipment, so don't be too particular about the condition. It can all be used.

Servicemen: When in Trenton, please drop in to say hello and let us take your picture for THE HIGHWAY.



A. R. HEINTZE

Chief Petty Officer A. R. Heintze, on leave from his inspection duties with the Southern Construction Division, is back in the U. S. after a lengthy stay in the Aleutian Islands. While there he spent much time with Highwaymen, Bill Las, Higgins, McGuinnis, Teegen, Paul and Walmsley, and reports that they are all doing a first class job. A. R. H. is now on his way to California where he will be assigned to a new Construction Battalion. He has just completed his first year of service in the Seabees and is looking forward to a European assignment.

## Writes 10-foot Letter



JOS. G. MUMOLIE

Sgt. Joseph G. Mumolie, who wrote a ten foot letter to his friends in the Laboratory, dropped in the other day to say that he actually was made a Sgt. by the War twelve years in the motor car business and compares it to the glacial industry of today (1912) and is fairly staggered.

## PROJECTS PARAGRAPHS

E. L. Meyers

Frank J. Deacon is the twenty-third member of the Projects Division called into military service. Frank formerly worked in Mr. Harris' office but for the past two years has been working in South Jersey as a construction inspector. He lives in Toms River, is married and has one child.

Lt. George Packer sends word from Fort Dix that he is now married and is looking for an apartment in Trenton. We wish him the best of luck in both ventures.

Commander Guido Forster gives latest address as: Commander, G. F. Forster Staff, Comdr. Destroyers U. S. Atlantic Fleet c/o Fleet P. O. New York, N. Y.

Word has come from Capt. Frank Higgins, with the 349th Engineers in Alaska, that Lt. Paul Deacon has developed a kidney condition and is being returned to the States.

We hope it's not too serious that a few weeks back home won't put him in a first class condition again.

Warrant Officers Ernest Toppe and Sam Hann report from the Seabee Training School at Camp Peary, Va., that the training course is comprehensive and very tough, and that the classroom work is interesting and enlightening but such quantities as to make it impossible to remember more than half of it. We're glad to hear that both of them like it.

John Homan is home from Alaska again after working a couple of months on the Alcan Highway.

Congratulations to Frank Harris for placing number one on the list for the job which he now holds. Endend, Assistant Supervisor of State Aid Projects.

## EQUIPMENT ITEMS

James O'Rourke

Bill Moran is kept busy denying the reports that he is the lucky man who recently wed one of the ladies of the Auditing office. Bill, a confirmed bachelor, still prides himself on maintaining his freedom.

Russ Cook, Jr., is apparently following in his dad's footsteps. He was assigned to restore a school at Bainbridge, Md., where he is serving with the Navy. Russ, Sr. is one of the Fernwood group who donated good to Dick Hassel, who is still very ill in Mercer Hospital, Trenton.

Disappointment was written on the faces of both Frank Devereux and Artie Lutz upon returning from their vacations. Artie went to Buffalo and Frank to Maine. Each was armed with the necessary permits to make the trip by car, and secretly they hoped they might be stopped enroute, if only to show their credentials. No such luck awaited them, however, and both made the round trips without incident. This reminds us that we have heard practically nothing of the Maine fishing since Frank's return. How about it fellow?

Pfc. Jack Boulden, whose poem appears elsewhere, is one of the new recruits who has been recommended for his part in the January offensive in New Guinea and that he is still there in the thick of things. Jack receives THE HIGHWAY regularly and says, "Keep it coming, it's swell."

In March, 1910, Mr. Briscoe, President of the U. S. Motor Company, said, "This year it is conservatively estimated that 200,000 cars will be made, at an average cost of \$1,200. There are now approximately 250,000 cars in daily use in America. As one looks back over twelve years in the motor car business and compares it to the glacial industry of today (1912) and is fairly staggered."

## Some Traffic — Eh?

Right now we have a golden opportunity to show these men what we think of them by buying BONDS — and MORE BONDS.

## BACK THE ATTACK

Throughout the world Highwaymen are giving their all in the cause of Freedom. We at home are proud of the record these men are compiling and are making every effort to carry-on in the "home front."



COMMANDER FORSTER

We received a nice letter from Commander Guido F. Forster in which he says "My new address is Staff, Commander Destroyers, U. S. Atlantic Fleet, Fleet Post Office, New York, N. Y." Forster adds that he has been on his present assignment since graduating from the Naval War College and finds that he has a very busy job. "It seems we have destroyers all over the ocean, and in addition that they are rolling out of shipyards so fast it is hard to keep track of them."

## BRIDGE BRIEFS

A. J. Lichtenberg

Warrant Officer David R. Law, she writing from somewhere in Alaska recounts an eagle hunt in which three officers finally downed a 30-lb. bald head eagle measuring 77" wing spread. A vicious and unafraid bird, concludes Dave, and ready for attack in spite of injuries.

BRIEFS: Genial Sam Rankin now of the Navy Dept. in for a visit and a chat about the reconditioning work being done on our vessels. Jack Koffler joining the grandfather group on August 2 when his daughter, Patricia, gave birth to a boy. Morris Goodkind just two days behind with the announcement that Lieut. and Mrs. Herbert Goodkind were the proud parents of a ten pound boy. R. E. Armstrong, leaving the office on September 10, with his eye on the Army. Ralph Davis taking a voluntary leave to accept a position with the Inversand Sand Company at Sewell, N. J. George A. Hefferman losing opening round at Yardley, Pa., golf tournament. W. H. Spencer winning a fishing pole at Seaside for jerking in the first fish. Among the returning vacationers, Jack Furry, W. H. Burch, Marcel Ludasy and J. F. Evans, Jr., the latter looking more plump than ever. Lieut. Commander W. F. Hunter one year in the Navy this month. Paul Gabrenas, now Industrial Engineer for the Arm Transport Corps, reviewing and checking material lists submitted by shipbuilders. A happy birthday to H. R. Gabriel on the 4th. J. P. Evans, Jr., 11th; Leon A. Chaten, 15th; Wm. E. Higginson, 19th, and E. W. Koering, 20th. The following field men would grace this column if only I had a bit of news about them, C. D. Weller, George W. Devereux, H. Bergen, A. E. Lee, Al Heron, H. R. Gabriel, Charles Spence and J. J. Krieg.

stated, "We are eager to fashion a Department in which men and women will be happy in their work; we want to encourage creative suggestions among all employees of the State Highway Department. New ideas come to all of us as we work. We learn as we work. We discover new ways to improve our work or that of our Department. When such ideas are passed on they frequently form the basis of a new department policy."

Because many have come forward with ideas since this original invitation was extended by the Commissioner, it has been possible to adopt many suggestions as standard procedure or practice since that date. In speaking of the desire of Division heads to receive suggestions from various sources, Mr. Muir said, "There is no doubt in my mind that many worthwhile ideas now employed throughout the Highway Department have come from the men in the ranks. We of the Maintenance Division have always encouraged our men to come forward with suggestions of all types, and I feel that it is the spirit which prevails throughout the entire Department. There is no doubt in my mind that the Suggestion Box is a fine thing and employees everywhere should take advantage of this opportunity to send in definite suggestions whereby existing practice and procedure may be improved."

## BACK THE ATTACK

Members of the Accounting Division played host to Irving Schindler at a recent dinner following his marriage to Miss Frances Abrams of Newark. Charles Hurley acted as toastmaster while Marvin Howell was the principal speaker. Others in attendance included Elgin Mayer, John Moore, Otto Peterson, Earl Hankinson, Arthur Egan, Edward McElroy, Margaret Leuchters, Evelyn Mailey, Helen Diabrow, Mabel Beans, Frank Kimble, William Ward, Harry Hill, Charles Abr and Rizziero Cintia. Entertainment was presented by the two Eddies, Hill and McElroy. The evening came to a close when the usually loquacious Mr. Schmidt when called upon to say a few words found himself utterly speechless for the first time in his life.

Chatter: Ann Ludwig, Frank Dunn and Frank Torkewitz back from Wildwood vacations. Evelyn Mailey vacationing in New York. Frank Pollock spending time in both Atlantic City and N. Y. Harry Hill utilizing his vacation harvesting the VG and for next winter's use. Clyde Case has opened his bungalow at Gifford Park for the remainder of the season. Harold Rice has just finished part of his vacation boating, fishing and swimming in Shrewsbury. Mr. Eugene V. Connitt is joining his family at Newport. Cliff Wear, our mileage director, is vacationing. Kenneth Rice, Cyrus Card and their families spent an enjoyable vacation at Ship Bottom. Familiar early morning observation—Mr. Grover and his Crossly car coming in the side drive. The boys in Mr. Howell's office report Harold Palmer doing New York City and vicinity in record time. Commissioner Miller often relaxes with a stroll through the park at lunch time. Charles (Continued on Page 4)

## Doing His Bit

Frank Bird, Auditor for the Northern Division is recuperating in his home at Hillsdale following a siege of pneumonia. We are all rooting for a speedy and complete recovery.

## CONSTRUCTION COMMENTS

Fred C. Claus

In order to get a more comprehensive picture of the activities of our men in the large Construction Division, the Editor has requested Mr. Fred Claus, Location Engineer, to act as coordinator for such items as may be sent from the various sections of the State. It is hoped through the medium of this column that construction men everywhere will be enabled to keep abreast of the doings of each other.

George Oakes is reported stationed "somewhere in the South Pacific," while Sgt. William Bloss is now stationed in England. Letters addressed to 329th Squadron, APO 634, Postmaster, New York City.

Stephen C. Bubler was honorably discharged from the Anti-Aircraft Division of the Army some time back and is back, a better engineer for his experiences.

A seven pound boy was born to Mr. and Mrs. J. Siddons Neville on August 5th. Sid immediately took his vacation to help around the house. An older son, Joseph, is about ready to enter the Navy. The baby has been named William Siddons.

Dudley Demarest is now a corporal with the Air Corps at Romulus Field, Detroit.

John Machett is back from Canada where he visited lakes and streams in the Thousand Islands section with good results.

Vacations in the Montclair office covered a wide variety of recreational activities. Jack Whitehead and family visited relatives in Penna. T. R. Dearnan attended the wedding of a sister in Virginia. Howard Rigby and John Lincoln turned nautical and spent part of their time with their families on a boat trip up the Hudson. Larry Kavanaugh enjoyed the sea breezes at Spring Lake, while Tony Fucca tried his hand at crabbing in local waters with not too much success.

Alex Cohen of the Trenton offices is receiving congratulations upon the arrival of a second daughter, Eileen, born on August 19th. Both mother and daughter are doing fine.

Our sympathies are extended to Stacy G. Fine, who for more than twenty years has had charge of the plan files in Trenton, upon the death of his mother on August 26. Mrs. Fine, who was eighty, succumbed following a brief illness.

Good Connections

Elgin Mayer's oldest son, Bob, received a furlough from his base at Norfolk Navy Station. Bob was fortunate in getting a lift in a plane coming to the Lakhurst Station. He was picked up at the gate there by people coming to work in the Eastern Aircraft Plant here in Trenton and dropped off at the Mayer Farm in just three hours from the time he left Norfolk.

Vernon Dittig sends a card to

## THE HIGHWAY

## Administration Division

ARTHUR EGAN

The Administration Division has formed a team in the newly formed State Highway Bowling League. Here's to a most successful season and top honors. The members of this team will be Warren Oldham, Tony Kuhn, Frank Matzer, Frank Gephart, Gene Palmer, Kenneth Rice, Frank Kimble and Carman Davis.

The South Jersey rainmaker who offered to produce showers at the rate of \$500.00 each, has a competitor in the person of Tille Buelmon of the Coast Dept. Tille has become so expert that he frequently has rain falling on certain parts of the building only.

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Good Connections







## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the interests of its employees.

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### Increased Mileage

Nine months ago, the State Highway Department, along with other State agencies, launched upon a program of mileage reduction which had for its goal the saving of gasoline and rubber for our fighting forces. This program was a definite contribution to the war effort, and it soon became apparent from the figures released that as a department we were destined to show the way to all others. In their desire to assure the success of this venture, former car users turned to train, bus and trolley transportation, as well as group riding. Travel Officer Clifford Wear was kept busy arranging for such transportation.

Through the spring and early summer the good work was kept up with the result that the 50% reduction quota set for the Highway Department was further reduced by more than 10%. This was indeed fine work and a tribute to all who participated. It showed a keen desire on the part of those at home to play an important, though minor, role in this war.

Recently this fine effort has bogged down somewhat, and as a result our mileage total has risen considerably, although it is still within the quota. Some of this increased mileage is attributable to greater activity in the Construction, Projects and Maintenance Divisions. A large part, however, has been caused directly by a relaxed attitude on the part of car users in general. This is the group who must curtail their mileage.

Today we are being asked to Back the Attack through the purchase of more War Bonds. This we are doing almost to a man. However, our contribution to this war does not end there. Now is the time to get behind our fighting men, as never before. Today we are on the offensive and the demands upon our resources from now on will be greater than ever.

Therefore, it behooves every car user in the State Highway Department to get solidly behind this program, to save every pound of rubber and every gallon of gasoline possible. Commissioner Miller and his Assistant, Mr. Connett, have set a high standard with savings averaging 84%.

Let the rest of us follow their example and BACK THE ATTACK WITH REDUCED MILEAGE.

### Revised Salary Schedule

In the September issue of THE HIGHWAY, the classification, title of position and salary range of bridge operating personnel appeared, along with the classification of drawbridges. A revised schedule of salaries as finally approved by the Civil Service Commission is shown below. This differs somewhat from the salary ranges originally proposed and appearing in our last issue. It is sincerely hoped that no inconvenience has been caused by the publication of the previous list.

Classification	Title of Position	Salary Range
Class I	Chief Operator	\$220-230-240-250
	Assistant Chief Operator	195-205-215-220
	Operator, Grade I	170-180-190-195
Class II	Operator, Grade II	130-140-150-160-170
	Attendant, Grade II	100-110-120-130
Class III	Operator, Grade III	100-110-120-130

### Woman of the Month

(Continued from Page 1)  
needle and thread, as well as crocheting and knitting needles, a combination that should be hard to improve upon.  
Her duties with the Highway Department have included the handling of all stenographic work of former Commissioners Foran and Young, and at the present time performing the same duties for Mr. Connett and Mr. Grover. In addition to this, Leah had charge of the hospitalization accounts of the Department for several years. War work has also found a place in the days, or rather nights, of our Woman of the Month, for she was one of the original hostesses at the American Legion Hitching Post in Trenton, a job she still



## Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

**Construction**  
Rice, Robert R. Navy  
Schulz, Norman H. Army

**Electrical**  
Friedman, Isadore J. Navy

**Maintenance**  
Caneel, Lawrence Coast Guard  
Champion, Robley Army  
Proctor, Sidney Navy

## News From the Boys In the Field

In his latest letter Peter Cimballa of Administration writes that he has been in North Africa since he moved up nearer the front and that he has been promoted to Corporal. He says, "Our new camp is located at the foot of a mountain range overlooking the Mediterranean Sea. I can now brag about swimming in its blue waters, although the beaches are rocky and you have to be careful when in the water because of the rocks. Give me the good old Atlantic and the N. J. beaches." Pete's address is: Cpl. Peter Cimballa, 32368263, Hq. 2nd Petal Depot A.P.O. 776 c/o Postmaster, New York, N. Y.

### WANTS ACTION



BOB McLAUGHLIN

Chief Petty Officer Bob McLaughlin of the Electrical Division is still located in Perth Amboy in the District Naval Office despite many requests for active duty in recent months. Bob says that there is a lot of action here in the Navy, but he feels he can see the war from here in the papers, but the kind we like to hear from home is dependent upon you.

Romeo Faliciani, Ensign U.S.N. R., and before that an Asst. Civil Engineer to the Pleasantville office, recently found time to visit his former haunts and renew many friendships. He is now stationed at Norfolk, Va.

R. B. Finch, Seaman 2nd Class, writes from Wright Junior College, Chicago: "I want to thank all the fellows in the office who made up the purse for me. The course here is mainly a review of math and a touch of electricity. Those that get the highest marks move on. My chum and I each received a math average of 92%. Chicago has everything from the best meals at servicemen's centers, theatres, etc."

## Snakes and Japs Keep Highwayman Awake At Night

In a recent letter to friends in North Jersey, James Parker, formerly Highway Inspector with C. A. Burn, writes from New Guinea that, "We surely are in a strange country now. Never saw so much rain and mud before in my life. It rains about every day, and the mud is up to our knees. It's sure is tough working in the mess, and we never stop working until dark every night through the rain. When we first landed, we had to rough it until we got our tents and floors built, but now we are very comfortable. One thing we have to watch for are the pythons. This is quite an area for them, and we have killed 15 now. It surely seems funny. In the hills, in the camp, Japs in the hills, and our sleep broken up on the average of five nights a week by 'alerts', when as we were out of bed, we buckle on our pistols and get the men out and into the foxholes before the big noise comes. A year ago I never thought I'd be here.

"The mail comes in bunches here; sometimes I get as many as nine at a time. We cannot complain on mail service at all."

### INJURED



TONY FRASCELLA

In a letter written on Sept. 30th, Anthony J. Frascella MM 2/c writes, "I was very happy to receive a copy of THE HIGHWAY this morning and learn that my fellow worker in Jack McCullough's gang, Tony Cucinotta, is safe after his bomber crash in France. This sure makes me feel much better as I am in the U. S. Naval Hospital, Oceanside, Cal. I suffered a bad leg injury three weeks ago in a fall on deck during maneuvers. Please remember me to all the boys in the Highway." My address is: U. S. Naval Hospital, Ward 31, Santa Margarita Ranch, Oceanside, Cal.

We know the Sea-Bees, Tony, you'll be out of the hospital before long. Good luck.

### Asks for News

Captain Carl Teegen, 0-904226, 34th Eng. Reg. APO 980, Seattle, Wash., who is at Adak in the Aleutians, says, "I still get the Highway paper regularly and follow the fortunes of many others in the old gang. Have often wondered how much construction work is going on. All the highway gang in these parts are still at it. We gripe and work so there is no change in that phase of our lives. Short of news from here in the papers, but the kind we like to hear from home is dependent upon you."

Sgt. Edward C. Young writes from North Africa to Larry Kavanaugh and says: "Received the May issue of THE HIGHWAY. Thanks a lot. I hear that Frank Berberick is back again in the office—lucky guy."

"The weather over here at times gets pretty hot, but it's a dry heat. The insects are common house flies and they are bad. The food situation is also pretty monotonous. Outside of that everything is O.K. I should like to see you."

Ed's address is: Sgt. Edward C. Young, 32458222, H & S Co. 845th Ave. Eng. Bn. APO 528, New York, N. Y.

## THE SUGGESTION BOX

IDEA ADOPTED



HARRY FOWLER

Harry Fowler's accepted suggestion for the adoption of "rains" as a basis for future computation of highway curve data rather than the "degree of curve" is an example of an idea that has been discussed, without definite action being taken, for a number of years. The Suggestion Box offered a means of bringing about a decision in this matter which meets with the hearty approval of Mr. Gifford and his aides, with the result that curve data tables based on radius are being printed and this method of computation will henceforth be used as standard procedure.

In highway design we are concerned with the geometry of curves which are portions of circular arcs. For those not familiar with the phase of highway engineering, we might say that the radius is a line drawn from the center of a circle to the circumference. When a line of two radii is 100 feet long and that the angle formed by the radii is 1 degree, we have a 100 foot chord subtends an angle of 1 degree (which is the same as saying that a line drawn between the ends of two radii is 100 feet long and that the angle formed by the radii is 1 degree). The arc curve based upon chords. This method formed the basis of railroad and highway layouts in the past.

Later, another definition of degree of curve came into use, in which a 1 degree curve was regarded as a curve in which an arc of 100 feet subtended a central angle of 1 degree. Some confusion existed as to which of these methods should be used as a calculation basis, with the result that one set of plans would have 1910.08 feet as the radius of a 1 degree curve, and another set would have 1000.00 feet. What was once a comparatively simple operation became a tedious one because of the many computations involved in the design of highways incorporated more grade separations with connecting ramps. The computations also became more laborious.

Now that a desirable simplification has come about, it is gratifying to know that an employee contributing to the war effort, and this fundamentally good idea, has the ability to see it through. As works, and as William James served, "A thing is right if it works."

Capt. Ronald Crawford, in a recent letter to Larry Kavanaugh writes that he is very busy these days, and although he has little time to write, he's very eager to receive word from his old pals in THE HIGHWAY and enjoys it immensely. His present address is: Hq. H & S Co. 811th Eng. Avn. Bn. A.P.O. 502, San Francisco, Cal.

### Keeps Fit

Major W. L. Braybrooke, writing from his station in Africa to Frank J. Spagnola, informs us that he is in fine physical condition, keeping so with a steady diet of tennis and volleyball; included in his evening activities are occasional dances, a bridge party, and at one affair eating hot dogs. The Major's address has recently been changed to: Major W. L. Braybrooke, Corps Engineer, A.P.O. 506, Postmaster, Miami, Florida.

## ELECTRICAL FLASHES

Reg Bowen

As a result of some study, sweeping changes have been made in the layout of the Electrical Division at 148 West State Street, Trenton. Major Hays, who formerly occupied the large office adjoining the general outer office, has now moved to the rear of the building in a somewhat smaller, though far more private office. The large room is now tenanted by William Widman, Chester Anderson, Lorraine Banerman, Dolores Sica and the writer, while the former overcrowded outer office remains Joe Hunt, John Kilpatrick (father of the idea), Dorothy Jakubowski, Dorothy Hudak and Grace Moore. A rearrangement of the lighting layout makes the rearrangement of office space all the more desirable.

Armand "Herman" Innocenzi has resumed his duties as a mechanic in this Division after having received an honorable discharge from the U. S. Army. Henry Johnson, Foreman, Highway Lighting Installations and Maintenance, has returned to the Electrical Division after completing his leave of absence while being employed at the Camp Evans Signal Corp. Laboratory in Belmar.

Arthur "Buddy" Royson, mechanic, was inducted into the U. S. Army and reported for duty on September 29, 1943. Edward "Tex" Ranson, mechanic, enlisted in the Navy as a First Class Petty Officer in the SeaBees, reporting for duty on September 8, 1943.

Joe Hunt took a lot of good natured kidding when he launched on a chicken raising program last spring. Recently, Joe produced evidence of the success of the venture in the form of photographs. All concerned were disappointed that he was not a more tasty nature, especially since the photos showed several young roosters of broiler age.

It is with sincere regret that we announce the death of Richard Hassel, Foreman of Electrical Installation on Saturday, October 9.

## CONSTRUCTION COMMENTS

Fred C. Claus

### Newark Office

William J. Kaufman, Jr., reported to Fort Dix at the end of August, after finishing course in the Signal Corps.

Vernon Dittig, who is with the ALCAN Highway, reports his address as U.S.P.R.A. Camp 14E, Watson Lake, Yukon Territory, Canada.

Stephen G. Link, now located at Hq. Det., 8th Service Command, Dallas 2 Texas, visited the Newark Office recently while home on his first leave.

Al Desimone, Ralph Perry, Steve Strait, Jr., Harry Barker and Walter Yuchio of this office, are contributing to the war effort, with part time work in industrial plants at night and week ends.

Andrew G. Byrne of Survey & Plans is going to venture into matrimony October 24, 1943, and he carries with him the congratulations of all.

Corp. Henry G. Meyer, Newark Office gives his address as: Co. B, 593rd Engineers, Boat & Shore Reg. Fort Ord, California.

Morgan Hand, our Ocean City representative, has been confined to the Hospital for the past two weeks with a foot infection. We all wish him a speedy recovery.

The Jack Whitehead vs. Charles Van Antwerpen rivalry in photography is coming on a pace—Jack appears slightly in the lead. The very good photo of the Upper Montclair group which, it is hoped, will appear in the next issue.

J. Siddons Neville, who has general supervision of scrap collections in Ridgefield for the Civilian Defense Council, has been especially busy the past few weeks, conducting a special campaign.



## Honor Baumann At Luncheon

Abram Watov

The regular meeting of the South Jersey Highway Employees' Association, was held the evening of October 9th at Community Hall, Orchard Road, Vineland.

Mr. Edward S. Fogg, president, presided over a short business meeting, then introduced the guests of the evening, Mr. Charles Chalmers, Assistant State Warden, spoke on forest fires, while Mr. Morris Aron, Div. Fire Warden of South Jersey, presented moving pictures of forest fires and methods of fighting them. Mr. John R. Dequasso, Chief of Bridgeton Fire Dept., gave an interesting talk on the activities and equipment of the Cumberland County Volunteer Fire Departments.

The meeting was followed by a social hour or two at which refreshments were served and games indulged in.

Dick, who had been with the division since its formation had been convalescing at his home at 43 Norman Avenue, Trenton, when the end came. He is survived by his wife, Louise, and daughter Audrey in addition to three sisters and three brothers.

Dick will long be missed in the Electrical Division where he had made many friends. To his family we extend our deepest sympathies.

### Upper Montclair

Leon Cartledge recently returned from a trip (by rail) to Texas where he spent some time visiting his son, Leon, Jr., who is in the Air Corps. We regret to report that since returning, Leon was forced to undergo an operation. He is now well on the road to recovery and is looking forward to returning to his duties as Asphalt Plant Inspector.

The Soil Mechanics course being given by Princeton University at the State House Annex is attracting enthusiastic attention from Lab men. At the present time the following are enrolled in this course: Fred Baumann, W. A. Johnson, Jack Carpenter, H. H. Diefenderfer, Ralph Sherman, Jules Smoliga, Horace Wahl, Jos. Schlottenmeier, Abram Watov, Russ Sigafos, William Ryan and Merrill Sheier.

Seems like Tech. Sgt. Edw. C. Young is kept kinda' busy these days in the sweltering climate bordering the Red Sea, or thereabouts. Ed says he's well, but getting his "bellyful" of the enervating heat and the pestiferous flies.

Jimmie Schuster, at present with the War Dept., on construction of Air Ports, etc., sends greetings to all his friends in the Highway Dept. Jim, who lives in Pompton Plains, is at present assigned to a construction job in Rhode Island.

Maurice Divang, formerly with the Projects Division, Survey & Plans, is now with the Newark Office, Survey & Plans.

The Newark Chapter of the Engineering Association of the N. J. State Highway Dept. will meet at 8:30 on Thursday evening, October 21st at the Newark Y.M.C.A. Besides the regularly scheduled business session, there will be movies and refreshments.

Major Charles Kenyon of Survey and Plans recently graduated from the Staff Officers School at Fort Leavenworth, Kansas. Charles has specialized in infantry tactics and is looking forward to active duty on one of the many battlefronts.

### Attend Corn Roast

Members of the Title Bureau and invited guests recently attended the annual corn roast given by Veterans of that bureau at his summer cottage near Seaside, N. J. As in past years, the main activity centered around the dinner table, although pinball, poker, quarts and horseshoes all contributed to make the occasion one which will long be remembered.

Among those present were Ray Callahan, Dick Snyder and Charlie Levine of the Compensation and Claims office; Sams, Bill Kirk, Ed Drake, Milt Swackhammer, Vine Ed was the recipient of many gifts among which was a gold identification bracelet. In the above photo, Baumann is shown surrounded by his many friends. Reading from left to right, they are: Margaret Beatty, William Ryan, Fred Baumann, Daniel McCarthy, Russell Sigafos, Merrill Sheier, James Cole, Alice Mayor, James Tonz, Jack Carpenter, John Gulch, Frank Torkewitz, Andrew Decker, Tillie Belinson, Frank Kimble, Ed J. Baumann, Kris Kucker, Norman Schaller, Mrs. Baumann, Charles Dobbins, Irving Schmidt, Earl Reilly, Evelyn Maley, Margaret Leuchters, Leroy Vogts, Gene Anderson, H. H. Diefenderfer (kneeling), Ralph Sherman, Horace Wahl, Jos. Schlottenmeier, Jenney Masjeski and Abram Watov.

Ed recently sent a card to the Lab and gives his address as: Pvt. Edward J. Baumann, 32956602, Co. C, 36th Inf. Tpn. Bn., Camp Croft, South Carolina.

Elmer Pintinelli, Fernwood Guard, tried to solve the meat shortage recently by running down a rabbit. The chase ended with Elmer sprawled on all fours in a pile of wet clay, with quite a few brush burns and a badly ripped pair of trousers. From now on he is sticking strictly to rationed meat.

### No Rabbit Stew

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### BRIDGE BRIEFS

A. J. LICHENBERG



The chap eyeing the model of the freighter is Paul Geiser now with the P.R.A. on the Alcan Highway project. Paul and Arthur Slater are employed on bridge construction projects and are rolling up records for rapid construction while the temperatures are not too low.

Briefs: That proud father mentioned last month was Capt. Herbert Goodkind, and not Lieut. Sven Hedin and George Heffernan, consistent blood donors of the division earning silver emblem this month as three time donors.

Morris Goodkind added to the O. John tober blood donor list. John tober, now a "Seabee" and eager for news at C. M. 1st Cl. Surgery No. 1, Station Hospital, Iwo Jima, where he has undergone a minor operation. Leon A. Chatten taking up duties at Eastern Aircraft, this month. Albert E. Lee at wits end with Pompton Lake lawn-digging and grub-seeking skunks. A smart man I have been told is

## EQUIPMENT ITEMS

James O'Rourke

Harry Dittmar of the Merchantville Garage has been advanced in rating to Carpenters Mate, 2nd Class. He reports that he is still in Louisiana working hard, and really likes the Navy.

Horace Kane, Road Equipment Operator, recently underwent a brand new experience. He became a father for the first time on September 24 when Mrs. Kane presented him with a daughter. Contrary to Horace's confident predictions of calm behavior, he gave every indication of going into collapse before it was over. In fact, Fernwood hasn't seen him since the customary cigars since the blessed event. We understand from other sources that mother and daughter are doing fine.

Milton, the son of Harry Hullfish, is hospitalized on Long Island after seeing action with the Navy in North African waters. The daughters of James O'Rourke and Arlington Stinson, Florence and Helen by name, have joined the Nursing Cadet Corps. They will enter active service upon the completion of their present training at home following a long siege in the hospital. He is forty pounds heavier and is looking forward to resuming his duties before too long.

It's Captain Albert Baytel now, also married the former Grace Kavas of Trenton on September 25. The ceremony was performed at the Base Ordnance Depot, Robbins Field, Georgia, where Baytel is stationed. Congratulations, Captain. Leon Crush, Equipment and Supplies welder, had a narrow escape recently when a poultry truck crashed into his parked welding truck and demolished it despite the customary barricades which had been set up. Leon fortunately escaped with a bad shaking-up and some bruises. Tom Brown's two sons, one who fought with the Marines on Guadalcanal, and the other with the Navy in the South Pacific, recently met for the first time in two years in the Russell Islands. They had quite a time reminiscing about furlough, from Dutch Harbor looking fine and telling nothing.

### BRIDGE BRIEFS

A. J. LICHENBERG

one who hasn't let a woman pin anything on him since he was a baby. Wilbur Spencer and John Patrick making two good ocean hauls the past month. Charles H. Spence with his son back home after more than a year in the Aleutians. Charles is another regular blood donor in the division. Koffer on leave with Army engineers reported in hospital late in September for a check up and a Speedy recovery is our wish Jack. Success crowned initial efforts of drafting room bowling team against Electrical and Project divisions. Late returning vacationists include Wm. C. Umbarger, Marcell Ludasy, Harry Lefferson, Sven Hedin and Phil Burch. And the activities embraced seeing O. sen and Johnson's "Sons of Fun," attending the Camden races, river sailing and just plain canning. Happy birthday to Alvah J. Hall (retired) and Curtiss D. Weller, (Port Dix Access Road) Oct. 27th, Chester L. Appleton (Route 35 Chesapeake Creek bridge) Oct. 3rd and Warrant Officer David R. Lawless (in Alaska) Oct. 31st.

Morris Goodkind attended the regional meeting of the A.A.S.H.O. sub-committee of the Newark last month to discuss revisions to design specifications for bridges as applied to present and post war projects. A meeting of office designers was held by "Goodie" before the Newark session at which time the changes were discussed and suggestions made.

The Bridge Division Club will hold its Annual Dinner Forum and election of officers at the Cranbury Inn, Thursday evening, October 31, at 6:30. John H. Patrick and Jack Sheenan are arranging details to include prize contests for wits, baseball movies, and prize features. The Bridge Division employees including those on leave are eligible to attend.











## SUGGESTION BOX PLAN

**Purpose of the Suggestion Box Plan:** To improve the efficiency and service of the State Highway Department through the adoption of ideas submitted by its employees.

**Eligibility:** All employees are eligible and are invited to submit suggestions.

**Submitting Suggestions:** You may use this form or any other sheet of paper for the purpose of submitting your suggestion. Give full details of your suggestion, outlining the method by which the proposed improvement may be effected. Give the results you believe will be accomplished and support them with necessary data. If more space is required for your write-up, or a sketch, attach additional sheets.

SEAL your suggestion in an envelope and mail or deliver it to:

The SUGGESTION BOX  
State Highway Department  
State House Annex  
Trenton, New Jersey.

**Suggestions Desired:** Suggestions relating to any plan for improving the practice and procedure in the Department are wanted. The following topics give an idea of the scope of the plan for which suggestions are desired:

Increased productivity — Improvement of quality — Reducing costs — Improving office methods and systems — Improving methods of operation, maintenance and construction — Improving tools, processes and machinery — Eliminating unnecessary work, processes or methods and preventing waste — Improving public relations — Conservation of materials — Improvement of conditions affecting safety and health in shop, field and office — Reduction of absenteeism.

**Handling Suggestions:** The receipt of your suggestion will be acknowledged by the Secretary of the Employee-Management Committee. It will be placed in a confidential file. Copies of the suggestion, WITHOUT YOUR NAME and identified only by number, will be sent to all members of the Committee for study. At regular intervals the Committee will meet to review the ideas submitted, calling in Division heads and others for specialized advice. Recommendations of the Committee will be transmitted to the State Highway Commissioner for final action. If your suggestion is adopted you will receive public acknowledgment and recognition.

## New Jersey State Highway Department

### SUGGESTION BLANK

Date: \_\_\_\_\_

Submitted by: \_\_\_\_\_

Division: \_\_\_\_\_

Home Address: \_\_\_\_\_

SUGGEST THE FOLLOWING:



## SUGGESTION BOX PLAN

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## EQUIPMENT ITEMS

James O'Rourke

Flavin, Senior Staff, is the latest Highway addition. The Staff, Jimmy, is presently a storekeeper for the Virginia. Before transferring to Forward, Flavin was with the central office.

As a result of the Equipment loss and the Maintenance work, gain when Joe Henry, equipment operator, received his appointment as Maintenance Foreman as a result of passing the test for that grade. He takes with him the best wishes of his former co-workers.

The sympathy of the division is extended to Frank Montgomery, Equipment Operator, upon the loss of his wife who passed away on October 18th. Mrs. Montgomery survived by a daughter, Marion, aged 16, and a son, Frank, aged 14, in addition to her husband.

## In Third War



BILL CHRISTENSEN

Bill Christensen, who services equipment out of Fernwood, could not resist the urge to get into the present fight and as a result has enlisted in the Marine Motor Transport Corps as a Private 1st Class. This represents Bill's third war service, having served on the Mexican border with the National Guard and later with the 29th Division in France during World War I. All who know Christensen wish him a safe and speedy return. And let us forget—Bill is a grand-father.

It seems as if Jack McKeever's boys can't be kept apart. They recently chanced to meet in the South Pacific area in one of the USO clubs. While discussing this and that, they were joined by another sailor. This would not be unusual except for the fact that this boy lives next door to the McKeever's in Trenton and has an assignment different from either of the brothers. Needless to say, the old home town was the chief topic of conversation.

## Bowling League

(Continued from Page 1)  
Howard and it is hoped that a team can be made up of some of the men in the Department who are not bowling at this time. They did not represent any particular division according to Mr. Dunn, but can be gathered from the strength and breath of the Department.  
Highway employees who are interested in watching these teams action will find a pleasant evening awaiting them if they visit the Bowling Academy on South Trent Street in Trenton, any day evening at 7:00 p. m. The league standing at present is:

	Won	Lost	Pct.
ment	9	3	.750
onization	9	3	.750
ing	7	5	.583
rical	4	8	.333
ects	1	11	.083

Do you believe this reported telegram from Washington: "Our ordered for 1800 R.P.M. motors P. Your shipping notice shows 1750 R.P.M. were shipped P. When will other 50 R.P.M. be shipped?"

## MEET THE UPPER MONTCLAIR GANG



## Woman of the Month

Mrs. Martin T. Manion, for many years prominent in the office of our Real Estate Division, is November's Woman of the Month. Before going further, it might be advisable to inform you that Mrs. Manion is none other than Anne Shea, the demure little lady with the pleasant manner, who for the last seventeen years has devoted herself to becoming familiar with the intricacies of real estate acquisition, as applied to the Highway right-of-way.

Anne was born in Trenton where she received her education in the public school system. Later she attended Rider College where she took a secretarial course in order to equip herself for a business career.

After acquainting herself with office procedure, during a four-year tenure with the Department of Education, Anne entered the employ of the Highway Department in the capacity of Senior Clerk Stenographer with the Real Estate Division.



ANNE MANION

vision. Since that date, July 1, 1926, she has proven her worth many times over.  
The Manions make their home in Hamilton Township, on the outskirts of Trenton, where Anne plays equal ability as a housekeeper, as well as exhibiting better than average ability at playing the piano.

Despite the demands of a really busy day, our Woman of the Month finds time to act as General Secretary for the Highway Hospital Service Plan, does work for the Red Cross and twice a year serves as a delegate to the Civil Service Convention.

Anne has also distinguished herself as an expert on Federal income taxes and for many years her ability in this line has been a salvation to her many friends and co-workers. Now that the income tax forms have become more complicated than ever, this little lady's services are more and more in demand.

We have never met Mr. Manion, who is engaged in war work with the Eastern Aircraft Corporation, but those who know Anne are sure he must indeed be a proud and happy man.

The group of men shown in the above photo constitute the Upper Montclair office of the Survey and Plans, the largest single office of this division at the present time. From left to right in the first row are: Anthony Fuca, Rodman; Norman Hancock, Sr. Draftsman; Francis W. Berberick, Sr. Draftsman; Frank J. Spagnola, Asst. Civil Engr.; John D. Matchett, Sr. Civil Engr.; Rocco DiGiacomo, Asst. Civil Engr.; Lawrence Kavanaugh, Sr. Civil Engr.; Rear row: Henry Eserson, Highway Inspector; Charles Siderits, Asst. Civil Engr.; Harold D. Kettlewood, Highway Inspector; Charles A. Van Antwerpen, Sr. Civil Engr.; Howard N. Rigby, Asst. Engr., Survey and Plans; J. Siddons Neville, Resident Engr.; John V. Lincoln, Sr. Civil Engr.; Charles A. Matthews, Resident Engr.; Thomas R. McDorman, Sr. Civil Engr.; John A. Whitehead, Asst. Civil Engr.; Robert G. Blanchard, Sr. Civil Engr.

Howard Rigby is in charge of this office during the absence of Major Brachbrook, who is at present stationed in North Africa with the U. S. Army Engineers. Howard, who will receive a 25 year pin at the coming Ten Year Club dinner, entered the employ of the Department way back in 1918. His hobby is recording his many travels in motion pictures.

Two men of this group received their 25 year awards last year. They are J. Siddons Neville and Charles A. Matthews. Both of these veterans came with the Highway Department in August 1917. Neville, a recent father, also has a son awaiting induction into the Army. Sid is a Vice Commander of the Ridgefield American Legion Post and chairman of that town's salvage drive. Matthews is an enthusiastic farmer, who takes pride in his four acre tract. He is doing more than his share to ease the food shortage.

Francis Berberick is back with the office after serving many months in Alaska. He recently received an over-age discharge. Harold Kettlewood is the Victory Gardener de luxe, whom we had the pleasure of reporting on in the September issue of THE HIGHWAY.

The versatility of this group apparently is unlimited. Norman Hancock is a Captain in the State Guard, Jack Whitehead, a camera enthusiast and jazz pianist (he took the above picture), Henry Eserson, a former Projects Inspector as well as a home movie fan, and Charles Van Antwerpen, a photographer of unusual ability.

Charles Siderits is another gardener of ability, but his chief hobby is seeing to it that the products of his toil are carefully stored away in jars for future use. Tony Fuca is the man who came back. We are pleased to say that Tony is sound and well again following a siege with a serious illness. Larry Kavanaugh and Rocco DiGiacomo are "outsider" men who spend much of their time on survey. And before we forget, Tom McDorman is a recent addition to this office, although he has been with Jack Evans in the Cranbury office for a number of years.

Robert Blanchard will be missed by the Upper Montclair office for he has transferred to the Department of Institutions and Agencies. Bob takes with him the best wishes of all the men with whom he has worked.

All in all the Upper Montclair office is made up of quite a bunch of capable men, both at work and at play, and it is hoped that their enthusiasm and esprit de corps as evidenced by the submission of the group picture will serve as a gentle reminder to other groups to cooperate in a similar manner.

## LABORATORY LINES

ABRAHAM WATOV

After a summer of sweat and toil in his Victory Garden, John Henry, Laboratory Custodian can look back on a record crop. In fact, according to some reports, John raised the largest cabbages at Fernwood. Some of the heads weighed more than six pounds.

Lab boys in the service: 1st Lt. Joseph Reed has been transferred from the Air Corps in Miami Beach to Jefferson Barracks, Missouri. Ed Pollock, Seaman 2nd Class, is now a member of the crew of the S. S. Bogue, one of the converted aircraft carriers. Sorry to hear that Corporal George Goeller of the 92nd Chemical Composite Co., has been confined in an army hospital in North Africa for the past month. Best wishes for a speedy recovery old man.

Some of the fellows are accusing Frank Schroeder of becoming stout shouldered and gaining at least five pounds in weight, taking care of

## BRIDGE BRIEFS

Arthur Lichtenberg

BRIEFS: Dave Lawson enroute from Alaska to Camp Peary, Va., and home to Trenton in the States. . . . Wilbur Spencer and Chas. Fox seeing the Cardinals trounce the Yankees and doing Central Park in a cab as well as visiting such spots as the Waco Rail, Diamond Horseshoe, Piccadilly Circus, Hotel Edison and "Rialto and Gaiety". A celebrity photograph and souvenir programs are mementos. . . . Jack Everitt of the Engineers at Camp Peary, Va., recovered from his recent operation and recently missed at the October forum. . . . Chester Smith assured of winter transportation with an overhaul job on his '35 motor in his '34 Ford. Its the gear shift bike or the Ford. . . . Frank S. Wilson and Al Herron honored by Ten Year Club on occasion of twenty years service. Congratulations, and we are looking toward twenty-five years for you. . . . J. H. Patrick and Fred C. Dilco advanced to Asst. Zone Wardens A.R.P. in 10th Zone, Trenton. The latter was tendered a testimonial dinner on October 19th at Gigia Grill. . . . J. J. Koffler improved in health and happy to learn that Army "E" was awarded for Newark Airport work. . . . Lieut. Comm. W. F. Hunter working 55 to 60 hours a week in Washington, handling allocation of critical war materials to armed forces. . . . M. L. Vail transferred from Office to Route 84, Berry's Creek Bridge. . . . Juan A. Delgado, a well-known office visitor. . . . Your columnist and Sven Hedin teaching in Rutgers War Training program at Trenton H. S. . . . Birthday greetings to M. L. Vail, Nov. 1; Wilbur H. Spencer and Paul Geiser, November 14th; Harry M. Riegen, November 20th and Jim Whitehead, November 28th.



BOB SIMON

Smiling Bob Simon shows his evident pleasure on being elected Treasurer of the Bridge Division Club, at the Annual Forum on October 21st at Cranbury Inn. Other officers include A. J. Lichtenberg, President; Patrick McCullough, 1st Vice President; Sven Hedin, 2nd Vice President; J. E. Evans, Jr., Assistant Treasurer and George A. Hefferman, Secretary. Morris Goodkind addressed the meeting on Post War Bridges, and men on leave told of their war work. The work and function of the Departmental Employee - Management Committee on suggestions was presented, a bridge forum was held and interesting war and baseball pictures shown.

In the Quiz event the field men vanquished the office team with Chas. Spence sole survivor and prize winner. H. R. Gabriel, A. W. Ehlers and Harry Lefferson were winners in the pencil contest. Leon Chatten won the contest for men on leave with second award in the Forum. George A. Hefferman won the Forum contest.

The Newark Chapter of the Engineering Association, N. J. State Highway Department will meet at eight o'clock on Thursday evening, November 18th at the Newark Y.M.C.A. Besides the regular scheduled business session there will be a special entertainment feature and refreshments.

Another Lab visitor was Assemblman Howard Keim who was a Material Inspector working under Bragg at the time the latter was here.



## MAIL DELIVERY WITH A SMILE



The Highway Department recently extended a cordial welcome to the above quartet of pretty misses entrusted with the delivery of mail throughout the Trenton offices. These girls, who are taking the places of former mail room employees, now in the service of their country, are, left to right: Grace MacNeil, May Norcross, Catherine Staub and Josephine Cintia. Miss MacNeil and Mrs. Norcross are the daughters of Don McNeil and Frank Hutchinson of the Equipment Division, who recently entered the army. Frank Matzer, the director of the mail room activities, is most enthusiastic over the manner in which these young ladies carry out assignments, and seems not a little dazzled at being surrounded by such pulchritude.

## ADMINISTRATION DIVISION

ARTHUR EGAN

Members of the Accounting Division entertained Rizzio Cintia (Champ) at a luncheon prior to his reporting to the Army at Fort Dix. Among those present were: Otto Peterson, Elgin Mayer, Edw. Downs, Earl Hankinson, John Guich, Clyde Case, Byron Beans, Edw. McCordell, Harry Hill, Arthur Egan, Gene Beckner, Edw. Brennan, Thomas Russo, Chas. McElroy, Chas. Ahl, Frank Kimble and James Corle. Champ was presented with several useful military gifts by members of the Paymaster's Department.

Chatter: Gene Palmer has returned to the Department following an operation at Jefferson Hospital, Phila. Welcome back, Gene, and we hope your final check-up does not interfere with your presiding at the Ten Year Club Dinner. . . . Sergeant Charles A. Hur-

## Automatic Lubrication

Drawbridge Supervisors Don Henderson and Ed Downs are the inventors of the automatic lubricator for drawbridge cables pictured above. This little gadget is installed in the towers of the Wic-penn Bridge over the Hackensack River at Jersey City where it is doing the work formerly done by several men at regular intervals and requiring several days to complete.



So successful is the operation of this automatic lubricator, the designers of this type of bridge are now incorporating similar devices in their new structures. This invention actually saves about \$100 a year in labor costs and operates on one quarter of the amount of high grade lubricant formerly used. This is a fine example of the manner in which our employees are continually making definite contributions to the efficiency of the Highway Department.

## THE HIGHWAY

### MAINTENANCE NOTES

GENE BECKNER

Official recognition is now made of the approaching winter season. Organization of the 1943-44 snow removal program is proceeding apace and it is hoped to have arrangements completed at least by Thanksgiving. Just as was our experience last season, considerable difficulty is being encountered in securing contractors with satisfactory heavy-duty equipment to operate the trucks, and more of a strain than ever will be placed on Department equipment. The boys in the Equipment Division at Fernwood are working feverishly getting everything in shape, and snow plows are being rushed to their proper field locations every day to be ready for that first snowfall.

Another performance worthy of mention was a cooperative effort on the part of several members of various maintenance crews in Supervisor Jack Carr's Central District. These men, recruited from the maintenance gangs of Foremen Buckalew, Higgins, Yantut, Miller, Ely, Henkin, and Herbert, reported to the Cream Ridge-Horseshoe section of Route No. 37 for oiling operations. It was a cold day and speed in application extremely important. Better than 9,000 gallons of oil were laid in approximately five hours. As our maintenance crews are depleted more and more through the inroads of Selective Service, cooperative efforts of this nature are going to become more common. The results in this instance indicate that our maintenance field men stand ready to meet the emergency.

## 148 CLUB HOLDS INAUGURAL GATHERING



The ladies of the Department's offices at 148 West State Street in Trenton recently gathered at a luncheon held in honor of Dorothy Hudak, nee Woods. Dorothy, whose marriage was reported in the August issue of THE HIGHWAY, received a gift bond and orchids as a token of esteem. So successful was the gathering that the girls have decided to hold them at regular intervals and have named their organization the 148 Club. Reading clockwise in the photo are: Helen Tallon of the Highway Planning Bureau, Florence Millerick of Maintenance (a guest), Dolores Sica of the Electrical Division, Marion Heister of Administration, Betty Lewis and La Raine Birch of Compensation and Claims, Dorothy Jakubson of the Electrical Division, Mary and Grace Massorotti of the Southern Construction Division, and Moore, Lorraine Bannerman and Dorothy Hudak of Electrical.

## CONSTRUCTION COMMENTS

Fred C. Claus

TRENTON—has been temporarily assigned to this office, while other new faces are: William Henderson, James Edwards and Edward Dancona, Traffic Enumerators from the office of Wesley Bellis. The boys are making a frantic effort to get at the noonday pinocle game as far without much success. All fellows and we are glad to have them winter with us.

On Saturday, Oct. 16th, Rudolph Vogel presented a paper entitled, "Problems of Survey in Connection with New Jersey State Highways" at the 5th Annual Land Surveyors Conference held at Rutgers University. At the same affair Charles Tempelmyer led a discussion of a paper entitled "Historical Notes on Land Surveying."

Joe Severns, on leave with the U. S. Signal Corps dropped in recently for a friendly chat. He reports that he has run across Willis Osborne on several occasions and trusts that "Ossie" still retains his ability to "gripe" . . . Lorraine Finkle celebrated her 20th birthday on Oct. 20th and is making elaborate preparations for her sister's forthcoming marriage at which she will be maid of honor. . . . Harry Fowler, Projects Division, has decided to retire November 1, 1945. John has disposed of his home in Plainfield and plans to live in Florida with his newly acquired bride.

Morgan Hand has returned to the office from the Somers' Point Hospital. He reports that at first he had trouble with his teeth, then he had trouble with his name is still Hand.

B. H. Riesenor was recently transferred from the Projects Division to the Newark Office, Survey and Plans. Ben, by the way, is a Lieutenant in the State Guard and has just returned from visiting friends and relatives in Hartford and Providence.

Harry Stover, who is in charge of the layout party on the Picturing Arsenal Access Road, has just returned from vacation. Incidentally, Harry's vacation period coincided with his vacation period of his father, Alvin J. Hall, for many years an employee of the Bridge Division, two sisters, Addie Hall and Mrs. Edith Riggs and four children, Lewis F., Asst. Federal Engineer, Charles C., Alvin J. Jr., Dick, who had seen service with A.E.F. during the last war was buried with appropriate military ceremonies. Six fellow employees, John Madden, Olin Loeber, Wilbur Spencer and George Heffernan acted as pall bearers, while Chester Hill of the Hobbs Annex staff blew fans. Dick Hall will be fondly remembered by all who came to know him during his many years with the Department and his passing will be regretted. THE HIGHWAY extends to his survivors every sympathy.

Neil MacDougall, in charge of the Newark Office of Survey and Plans, after living in East Orange for ten years has moved to an apartment in Millburn. Mac is rather non-committal as to the reason for his move, but it is known fact that his residence is now only a good tee shot from his favorite golf course and apartment life may give him more time to indulge in his favorite sport.

## Donates Blood On Six Occasions

Off to Mrs. Genevieve Anderson of the Laboratory. This lady has donated blood to the Red Cross on six different occasions, despite the fact that her blood was inadvertently left from a test appearing in THE HIGHWAY last month. Genevieve was on her way to receiving an Honor Ribbon as a Gallant Donor and we believe she leads our staff side in the number of visits made. It is the unselfish contributions of men and women such as Genevieve that has made possible the splendid record of reducing the percentage of deaths from wounds received in battle to only one percent of those sustained on Guadalcanal have.

## Ten Year Club 13th Annual Dinner

Honor Veteran Employees

Steeped in the traditions of other years, the Ten Year Club catered for their 13th annual dinner and election of officers on Monday evening, November 15th, at the Stoney Trent Hotel in Trenton. Despite travel restrictions, 233 members, representing all sections of New Jersey, enjoyed an evening devoted to the renewal of old friendships.



WILBUR H. SPENCER

One event that will long be remembered came when after singing the Star Spangled Banner the club's service flag was unveiled amid thunderous applause. As the covering was drawn aside revealing the flag, the assembly rose to their feet as a man in tribute to those members now serving in the Armed Forces. And many a thrill was felt as the secretary read the names of the 68 men, many of whom are now fighting on foreign fields.

Due to a series of circumstances beyond the control of all concerned, neither Commissioner Miller nor Mr. Connett was able to be present. Stopping in the breach thus created, Mr. A. Lee Grover read a message from the Commissioner and added a few well chosen words of his own. As always, Lee did a good job.

As a result of the elections the destinies of the Ten Year Club would seem to be in capable hands. The officers for the coming year are: Wilbur H. Spencer, President; Robert G. Martin, 1st Vice President; Robert C. MacMullin, 2nd Vice President; W. Eugene Beckner, 3rd Vice President; Richard A. Snyder, Secretary; Raymond A. Callahan, Asst. Secretary; Arthur J. Egan, Financial Secretary; and Clyde W. Case, Treasurer.

Many a laugh resulted from a good show, but nothing quite to compare with that which greeted the president-elect when he addressed the gathering as "Fellow members of the Bridge Division Club." This inadvertent, mirth provoking salutation was just what was needed to put the group in a receptive mood for the acceptance speech that followed.

Following the procedure established last year, Mr. C. F. Bedwell awarded the service award pins to the twenty-five year men, while Mr. E. E. Reed played a similar role in honoring the twenty-year men. In all, 50 employees were awarded as a result of their long service.

As a result of the balloting, five new men were welcomed into the ranks of the club membership. These were: Franklin Gephart Administration; John S. Rankin Maintenance; Albertus Simmerman Maintenance; Wm. Van Breeman Construction.

The manner in which the retiring president, Eugene Palmer, conducted the affair lent it a high place in the memories of all who attended.



RICHARD J. HALL

Richard J. Hall of River Road, Trenton, a veteran of eighteen years service with the Construction Division died on Thursday, December 10th at Mercer Hospital following a brief illness. He is survived by his father, Alvin J. Hall, for many years an employee of the Bridge Division, two sisters, Addie Hall and Mrs. Edith Riggs and four children, Lewis F., Asst. Federal Engineer, Charles C., Alvin J. Jr., Dick, who had seen service with A.E.F. during the last war was buried with appropriate military ceremonies. Six fellow employees, John Madden, Olin Loeber, Wilbur Spencer and George Heffernan acted as pall bearers, while Chester Hill of the Hobbs Annex staff blew fans. Dick Hall will be fondly remembered by all who came to know him during his many years with the Department and his passing will be regretted. THE HIGHWAY extends to his survivors every sympathy.

The standing of all teams at the end of the first half of the season follows:

Team	W	L	Pct.
Equipment	20	7	.740
Administration	16	8	.666
Design	11	16	.407
Electrical	8	16	.333
Projects	10	20	.333

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Harry Marvin announces that he has practically solved the recent robbery of his summer home in Mullica Hill. After examining all clues, Harry informs us an arrest is imminent. The State Police are assisting in the case. . . . E. L. Kappel's son, Arthur, is recovering from a recent operation in the Camden General Hospital. Good news . . . Paul Tuning of Projects



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# THE HIGHWAY

TRENTON, NEW JERSEY

DECEMBER, 1943

## THIRD WAR CHRISTMAS FORECASTS VICTORY

### MOBILIZED AMERICA FACES NEW YEAR WITH CONFIDENCE

Christmas this year will find America entering upon the Third Year of Global War. It will find American armed forces fighting on eighty battlefronts on the Five Continents, the Seven Seas and the Limitless Air. It will find American fields and factories setting new records for productivity on the home front. And all this achieved in two years since the fateful attack on Pearl Harbor!

No one who does not know America, her vast natural and human resources, her limitless skills, her spiritual power, could have predicted our Navy would have been more than doubled in twenty-four months; that our Army, trained and fully equipped, would have trebled in size; that our Ship Yards would have increased their output to three ships a day and that our total output of airplanes would have reached a grand total of 150,000—all in two years. But that is the record. And our production has not yet reached its peak!

No one indeed who does not know the American Transportation System, its vast network of railroads and highways could have believed that we could have transported the colossal volume of foods, goods, munitions, and men these past twenty-four months without interruption. To meet the needs for highways to Forts and Factories, 7,000 miles of new Access roads have been built by the Highway Departments of the several states,—38 Miles of which have been in our own State as agents of the Federal Government. And our task is not yet complete!

As we turn back these past four and twenty months to December, 1941, no one could predict then that we today should be well down the road to Victory as a full partner in the United Nations; nor could any one predict with certainty that we should have achieved firmer and more friendly understanding with Britain, China and Russia than ever before. But these are now historic facts. And our ties with the United Nations are becoming more secure!

As the year 1943 draws to a close and the New Year approaches, our thoughts turn first of all to those of our Department who have laid down their lives for a better world. We know that they had high hopes and lofty dreams; we are sure that their families had even loftier hopes for them. They are our Gold Star Youths and theirs our Gold Star Families. Our thoughts turn next to the absent ones in our highway family—the 410 of our employees, men and women who are fighting for freedom and decency all over the world.

To them—each one of them—wherever they are, we send our Hearty Christmas Greeting and best wishes for a Happier Year for all.

The Christmas season is particularly the season of light; its eternal symbol is a star. The Star of Bethlehem which the Magi followed recalls to all of us that message of the first Christmas. "Peace on Earth to Men of Good Will." This is our message to each one even in war. It is the promise of the future which gives meaning to all their sacrifices, their strivings and ours.

As a message for the New Year I can think of no more appropriate words than the poet M. Louise Haskins:

"And I said to the man who stood at the gate of the Year; Give me a light that I may tread safely into the Unknown!"

"And he replied: Go out into the darkness and put thine hand into the Hand of God. That shall be to thee better than life and safer than a known way."

SPENCER MILLER, Jr.  
State Highway Commissioner.

## Projects Sea-bee Dodged Jap Bombs In South Pacific

Jap bombings, steaming jungles, sweltering heat and just plain hard work would be a brief way of describing the nine months spent by Warrant Officer Sidney Sterner in the islands of the Southwest Pacific.



SIDNEY STERNER

Sterner, who left his job as Projects Inspector to join the Seabees, shipped from Norfolk last December for New Caledonia via the Panama Canal. Until his return to this country on November 1st, life was packed with adventure as the 5th Construction Battalion moved from island to island on the heels of the retreating Japanese.

After landing in New Caledonia where he stayed for two weeks, Chief Petty Officer Sterner (he was promoted to Warrant Officer on September 1st) and his outfit, which included Jack Carr, Jr., of the Maintenance Division, proceeded to Espiritito Santos in the New Hebrides.

Here they engaged in road building, a job already started by other Seabees, and here they met two other Highwaymen, Warrant Officer John Timmons of the Southern Construction Division and Carpenter Martin Clarence Chumbar of Projects, who were similarly engaged when not ducking into fox holes to avoid Jap bombs.

Sterner's outfit next moved on to Guadalcanal. The picture here was much the same as in the New Hebrides, more road building, more bombings, and a lot of stevedoring thrown in on the side. While there, the S. S. John Penn, the transport on which the 35th had sailed from Norfolk, was sunk by bombs during a raid.

One dark night this group was loaded into invasion barges and before dawn they had landed on Buna. (Continued on Page 3)

## William N. Hagin

William N. Hagin, of 108 Benjamin Street, Cranford, died Sunday afternoon, November 14th, at Beth Israel Hospital, Newark, following a short illness. Bill, who was the Maintenance Foreman in charge of certain roads in the Metropolitan area of Newark and Jersey City, had been employed by the Department since May 1, 1922. He was a veteran of World War I, having enlisted May 22, 1917, and served overseas for fifteen months as a mechanic in Section 617, U.S.A.A.S. Immediate survivors are his wife, Jennie Smith Hagin, and two daughters, Rosamary Hagin, of Cranford. To them we extend every sympathy. Bill Hagin was an esteemed and valuable employee of the Department and his death creates a void which will be hard to fill.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
in the interests of its employees.

W. CARMAN DAVIS, Editor

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### SEASON'S GREETINGS

In a war-torn world a Merry Christmas and a Happy New Year are things which might more appropriately be thought of as fond memories of another year. But as we look back to the Christmases of 1941 and 1942, when the forces of Democracy were desperately fighting for existence; when we compare this picture with the brighter outlook that confronts us today, we have much to be thankful for. The coming year may be a happy one indeed.

With this in mind, let us repeat the age-old greeting and to Highwaymen everywhere say, "A MERRY CHRISTMAS AND A HAPPY NEW YEAR!"

### OVER THE TOP

Another page has been added to the long list of fine performances credited to public employees with the announcement that the State Highway has exceeded its quota in the recently completed Trenton United War and Community Services Campaign.

Because of the fact that Highway employees are scattered over twenty-one counties, each with their own drives, a State-wide figure on the contributions of this Department is impossible to obtain. We have no doubt, however, that figures equally as impressive as those pertaining to the Trenton area could be cited wherever Highwaymen participated as a group.

In Trenton the figure set as a quota was \$1731.00, the amount collected in 1942, despite the fact that we have approximately 10% fewer employees than a year ago. According to Mr. A. Lee Grover, who had general charge of the subscriptions, the final tabulations show that \$2439.00 was collected, which means that the individual contribution in the present campaign was about 45% higher than a year ago. This is an achievement in which all may take pardonable pride.

## Survey and Plans Leads In Suggestions Received

### Maintenance in Second Place

The Suggestion Box has received a total of 54 suggestions from employees of the Highway Department to date. Of this number 15 have already been adopted and many of these are today incorporated as standard practice in our various divisions.

This does not mean that the others have been rejected, however, because 21 suggestions are now in the process of being evaluated by the Employee-Management Committee with the possibility that several of them will be recommended for adoption.

The Survey and Plans section of the Construction Division leads in both the number of suggestions submitted and the number approved, with the Maintenance Division running a close second. Complete tabulations showing the number of ideas adopted and rejected as well as those being evaluated at the present time follows:

Division	Adopted	Rejected	Final Action
Survey-Pl. (Const.)	4	6	6
Maint.	3	4	3
Bridge (Const.)	2	1	6
Elect.	2	4	3
Admin.	2	2	0
Equip.	1	0	2
10 Yr. Club	1	0	0
Arcom.	0	1	0
Legal	0	0	0
R/W	0	0	0
Projects	0	0	0
Lab.	0	0	0

It is well to remember that the evaluation of a suggestion sometimes takes considerable time. This can only mean that its possibilities are being thoroughly investigated by the Committee in consultation with officers of the Division affected. If you have not heard of the fate of your suggestion be patient for every effort is being made to arrive at an early decision in all cases.

## Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Construction	Navy
Thomas King	
Electrical	Navy
Henry K. Johnson	
Maintenance	Army
James Wallace	
Wesley Meisner	

## News From the Boys In the Service



### FATHER AND SON

The two Coast Guardsmen shown above are Machinists Mate Howard Van Benthuyzen and his young son, Howard, who before his enlistment was a Landscaper Foreman, is now stationed at Moriches, Long Island. He recently returned to active duty following an eight week's seige in the hospital.

Lt. Oliver A. Deakin, U.S.N.R., Westport Pt., Mass., writes an interesting letter to Bob Green, Landscaper Supervisor, Ollie who formerly was with that division says in part, "Was glad to get your note enclosed with THE HIGHWAY. It was nice . . . to learn what others are doing these days. "From my office door I can see wild ducks floating around in the sound . . . a little target practice . . . by taking a few shots (at the ducks) with a Springfield. "There is lots of good fish, oysters and lobsters up here . . . If you remember, tell Jeff (Johnson) that I haven't been to Newport since I received his card. Remember me to everyone."

PFC Philip J. Cascavilla, Bty "A" 1st En. 11th Marines, c/o Fleet Post Office, San Francisco sends word from the South Pacific that, "Despite the fact that I am always on the go the July issue of THE HIGHWAY finally caught up with me yesterday (Oct. 20th), on the first birthday of our paper. I too celebrated on Oct. 10th when I completed four years in the U. S. Marine Corps."

"I have certainly covered much ground since entering the service and must depend upon THE HIGHWAY to keep informed. It is a treat to receive it when you are so far away from home. "To my pals in the Maintenance Division with winter coming on, keep the highways open for the supplies to get through. We do our part with these much needed supplies. May I say hello to my former boss 'Augie' Newman and the gang."

## Projects Warrant Officers



### SAMUEL HAHN

A letter from Warrant Officer Sam Hahn of Projects Division, Ernest Topping, completed his basic training at Camp Perry recently and at the time he dropped in the Trenton office he was on a ten day furlough preparatory to shipping to Camp Parks, Cal. From there Ernest expects to ship to the South Pacific.

### ERNEST TOPPING

Another Warrant Officer from the Projects Division, Ernest Topping, completed his basic training at Camp Perry recently and at the time he dropped in the Trenton office he was on a ten day furlough preparatory to shipping to Camp Parks, Cal. From there Ernest expects to ship to the South Pacific.

### Like THE HIGHWAY

S. Sgt. Anthony J. Parmigiani, Med. Det. Dept. A.F. Regional Hospital, Coral Gables, Fla., writes to say: "Do wish to thank you for sending me THE HIGHWAY as I really enjoy reading it. It keeps me informed with the goings on in the Department . . . Have had quite an interesting time in the service back in the field and carry on as before." Anthony is with the Maintenance Division.

### Sends Xmas Greetings

Cpl. Anthony J. Pasquillo says that he gets THE HIGHWAY every month and that "it makes a man happy to receive it. I am hoping to see a picture of the gang worked with soon." Tony then requests that the following be passed on to the men he worked with: "Keep up the good work, men. Wish you all good health and a Merry Xmas and a Happy New Year." And the same to you, Tony. In case any of the men Pasquillo worked with would like to write him, the address is: Cpl. A. J. Pasquillo, 3207716, 494 Engr. Hvy. Shop Co., APO 957 c/o Postmaster, San Francisco, Cal.

### Back in Australia



### JACK BOULDEN

Corp. Jack Boulden 32270393, Hq. 374 T.C.G.P. USSAFA, A.P.O. 922 c/o Postmaster, San Francisco, Cal. is back in Australia after nearly a year in the steaming jungles of New Guinea. Judging from a recent letter Jack is enjoying the change, for he writes, "Last evening I took a shower and went to bed early. It was so cool I had to use a blanket for the first time since crossing the Pacific. I couldn't seem to get warm."

"I received a letter from Al Leuchters . . . who also sent me some cigarettes. I also get letters quite regularly from Mr. Frank O'Brien. We have been mixing with the 'Aussie' civilians and troops quite a lot and have picked up a bit of their lingo . . . and have lots of fun talking writing among ourselves . . . Keep writing."

## EQUIPMENT ITEMS

James O'Rourke

Bill Polensky, for many years the chauffeur for Charles Willmott, has resigned from the Department. Bill regretted the necessity of taking such action, but because of the delicate condition of Mrs. Polensky's health it was considered advisable to take up residence in a more suitable climate. Good luck, Bill, we also regret your leaving.

Pat Fleming, chauffeur at the Newark Garage, has been re-employed following his recent lay-off when the force was reduced. Pat rejoins us in accordance with his seniority rights on the re-employment list.

The sympathies of the Department are extended to Ed Crawford upon the recent death of his brother, William, in Lawrence, Mass. Another to whom we send condolences is John Civenky, whose brother Alex died at his home in Newark recently. Incidentally, Johnnie has been laid up at home with a sprained ankle, the result of an accident suffered while working on one of the Mack trucks.

Fernwood is glad to welcome into the ranks of its guards one who has distinguished himself in the present war. We refer to S/Sgt. Abraham Simonowitz, a member of a B26 bomber crew, with possession of the air medal with cluster as well as the Purple Heart. (The heroic story of Sgt. Simonowitz will be told in a later issue of THE HIGHWAY.—Ed.)

## PROJECTS PARAGRAPHS

E. L. MEYER

Alvin's latest letter regarding his promotion to Major in command of the 349th Eng. (Aircraft) Co., 2nd Bn. 4th Div. (Aircraft), is now 2nd Bn. Ad. Capt. McGinnis is now in LaBar's old company as the company command. This should mean a more promotion. This is the first of which all Highwaymen would be proud.

We are glad to see another man among the Ten Year Club. Reference is made to the recent election of Bob MacIntyre as 2nd Vice President. It is our hope that he will be a good representative since Charlie MacIntyre was President.

The Projects bowling team which has been the Highway Bowling League recently met the league's Equipment team and took some games from them. It's a toss-up as to which was the more surprised.

Frank Harris, Asst. Supervisor of State Aid Projects, recently spent a day's time in the State Aid Projects, recently spent a day's time in the State Aid Projects, recently spent a day's time in the State Aid Projects.

Not Tiger Alumnus  
Lt. George Kraus writes to deny that he ever was a Princeton graduate as reprinted in a recent issue of THE HIGHWAY from a Philadelphia paper. George can't figure out how the reporter at Adak ever got the idea except that he had taken a short war course at that famous university. In fact, in detaching the Hollywood build-up with reporters. He is assigned to construction seven days a week regardless of weather.

Sgt. Joe Aiello—the lucky stiff who made his job in the Aleutians—writes and receives more letters than any of the boys. And, incidentally, Joe can pen a very interesting letter.

Mary D'Arcy's husband, Alex, has been inducted and is now at Fort Dix. This means that Mary will be busier than ever with her service mail, which has already reached sizable proportions.

The scarcity of shot gun shells could not deter George Cumberly who after shooting a pheasant and a rabbit caught another bunny with his bare hands, thus saving at least one shell.

More recently Bob has been elected 1st Vice President of the Ten Year Club. His long organizational experience should prove to be a valuable asset to both himself and the club.

It is indeed a rare night when Bob can afford the luxury of an evening at home with his wife and four children, the oldest of whom, Bob, Jr., is now serving with the Navy.

Those few Highwaymen who can remember Bob when he came to the Department in July, 1918, will tell you that aside from the addition of a few extra pounds around the waistline he has changed but little in the intervening years. He is still a man of boundless energy and enthusiasm as his record will attest.

Projects Sea-Bee  
Dodged Jap Bombs

(Continued from Page 1)

In the Russell Islands, eighty miles away. Once again hard work lay ahead, with the building of a mile-long fighter strip and an even longer one for bombers. And once again they repeatedly sought the refuge of fox holes as Jap bombers roared overhead.

Flies Home  
It was from this most advanced outpost that Sterner started the homeward flight by Alvin, a journey that covered 10,000 miles in nine days, and which was clear sailing all the way to Washington, D. C., where after flying the uncharted wastes of the Pacific, without incident, he was grounded by weather conditions.

Month after month in the South Pacific brings many adventures, but Sterner feels that the highlights were the fine record being established by State Highway men wherever they were encountered. "You can tell the world," he said, "that these fellows are really doing their share in winning this war. That goes for all of them, including Jack Carr, who as censor of our publication used to cut practically everything out of my letters except the 'live line.'"

Sterner, who is married and makes his home in Madison, was home for the first three weeks in November. At present he is at Camp Perry, Va., where he is awaiting assignment to another engineering battalion which he feels is destined to see action in the European theatre of war.

## Martin Elected to State Fire Post

Robert G. Martin, one of the real veterans of the Equipment Division, has recently received due recognition for his many years of faithful service to Firemen's organizations by being elected to the office of Assistant Secretary of the New Jersey State Firemen's Association. His election represents the first time in 45 years that a Mercer County man has been in an executive position in this organization.



### BOB MARTIN

Bob's qualifications for the job are many. For the past 14 years he has been Secretary of the Mercer County Firemen's Association and his faithful performance of duty can be best attested to by the fact that he has not missed a single meeting during that period of time.

In addition to this, Bob has served as Secretary to the Fire Chiefs Association for 11 years, Fire Commissioner for his district for 21 years, member of the Executive Committee from Mercer County to the State Exempt Firemen's Association for 3 years, Secretary to the Hamilton Township Firemen's Relief Association for 26 years, Treasurer of the Enterprise Fire Company for 15 years, and as a Director of the Hamilton Township Junior Firemen.

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## THE HIGHWAY

## ELECTRICAL FLASHES

Reg Bowen

It was expected that while vacationing down in Miami Beach (Castle Stucker (Assistant Engineer, Light & Power) and Mrs. Stucker would take full advantage of the sunshine. Evidently they preferred the night life as Charlie did not have the expected coat of tan.

As a result of recent examinations Bowen Bartlett of New Green was transferred from the Maintenance Division to this Division as a bridge attendant on November 16th where, Attendant Kennard Center of Millville has been inducted into the U. S. Army and will report for active duty on December 9, 1943.

Having completed a one year assignment with the Civil Branch, Army Signal Corp in the Panama Canal Zone, Abram Bates of Allentown has been re-employed as an electrical mechanic. Abe resigned in May of 1942 and attended the Radar School at Camp Evans and later qualified for this most interesting assignment.

Richard (Dick) Goldy and George McGinnis were inducted December 4th and transferred to the Navy in the Ship's Repair Unit with the ratings of First Class Petty Officers. Prior to their leaves of absence, effective April 1, 1943, and employment by the Navy Department, they were electrical maintenance foremen of this Division.



### EDWIN (TEX) RANSOM

Another Highwayman who recently enlisted in the Sea-Bees is Edwin (Tex) Ransom of the Electrical Division. Tex, whose peacetime rating was 1st Class Mechanic, is now a First Class Carpenter and will be a first class fighting man.

First Class Carpenter's Mate E. A. Ransom, former electrical mechanic, was a recent visitor to the Trenton office while enroute to Camp Perry where he reported for embarkation. Tex has completed his boot training and also four weeks of military training with the Sea Bees.

## SAFE FROM WINTRY WINDS



The maintenance truck of Foreman Frank Yannut of Hightstown is equipped with a well-tailored removable top over the forward part of the body. This ingenious shelter is the handiwork of the men in the gang who long ago decided to travel in comfort.

The Maintenance Division is now equipping all trucks with similar shelters as fast as material can be obtained. The gentleman standing beside the truck is Archie Perrine, driver.

## Woman of the Month

With England so prominent in the headlines these days, it is appropriate that our Woman of the Month should have first seen the light of day in that war torn little island. To be more exact, Alice Stephan Carrell was born in the small town of Burslem in Staffordshire.



### ALICE CARRELL

When Alice had reached the tender age of one, the Stephan family migrated to Trenton as had so many English families before them. In addition to our Woman of the Month, those accompanying the parents on this occasion were two older brothers, Bob, an employee of the Federal Government, and Tom, who for many years has been secretary to Mr. C. F. Beddier, Acting State Highway Engineer.

A third brother, Henry, a draftsman with Survey and Plans, and three younger sisters had not taken their place in the family at this early stage.

### Attends Rider College

Upon reaching the age of six, Alice was duly enrolled in the Trenton public schools. With this auspicious start, she continued her educational pursuit until she graduated from Rider College of that city, a fully qualified secretary and stenographer.

Her first experience in the world of business came with the Dunham Department Store of Trenton, where she acquired proficiency in the bookkeeping field. In February of 1924, after successfully passing a Civil Service examination, Alice entered the employ of the State Highway Department with the Real Estate Division where she acted in a secretarial capacity to Mr. Robert Mecker and Mr. J. J. Newmark.

### Starts Legal Career

In 1929, as a result of a transfer, she launched upon her career with the Legal Division as secretary to Mr. Walter H. Bacon, Counsel to the Commission. Since that time she has successively served as secretary to Messrs. Erwin, Garven, O'Brien and Van Tine. In the meantime, further examination had advanced her title to Principal Clerk.

Alice's talents are by no means confined to the secretarial field. In fact, she lists cooking and knitting among her prime hobbies, and the Red Cross has been the recipient of many of the products of her handiwork.

Perhaps the most outstanding characteristic of this charming lady is her cheerful disposition and her ability to make friends, as adequately attested by her popularity in and out of the Highway Department.

### New Annual Report

A streamlined edition of the Annual Report made its appearance recently. This pocket-sized resume of the Department's activities for the year 1942 is the handiwork of Vincent Lanigan, Assistant to the Chief Clerk. It contains many photographic illustrations as well as numerous graphs and charts which tell the whole story in a nutshell.

## BUY WAR BONDS

## Administration Division

ARTHUR EGAN

Mr. Eugene V. Connett was unable to attend the Ten Year Club Dinner because of a severe cold, laryngitis, gripe and other ills contracted while hunting ducks on Long Island. Those who recall his address at the dinner last year will understand our disappointment at his absence. We are pleased to report that he has now completely recovered. We have not, at this date, however, learned whether he got any ducks. (Mr. Connett says it was worth it. They bagged 40 ducks.—Ed.)

With a feeling of deep regret we report the death of John E. Mulvey, Projects Inspector. Although a Projects Inspector, Mr. Mulvey had been assigned to the Administration Division. After a career that took him to all parts of the country and into many responsible jobs he came to the Department in 1930. He was a qualified inspector in all types of construction and his wide experience and knowledge proved of great value to the Department. To the members of his family we extend our sincere sympathy.

CHATTER: Word comes from New Guinea that 1st Lt. Welling Howell, son of Marvin Howell, Chief Accountant, has been promoted to the rank of Captain. . . . Gene Palmer recently made a second trip to Jefferson Hospital, Phila., where he underwent another operation. Glad to report that Gene is doing all right. We hope to see him back at his desk soon. . . . Makes no difference where Harold Jemison goes fishing, he just can't seem to get there at the same time as the fish. Recently while surf fishing, Jemmy wanted his pals to go farther down the beach. The boys prevailed upon him to stay put. Result, fishermen about a half mile down the beach came up with a nice catch of strippers. . . . The members of the Administration Division extend their sincere sympathy to Marion Hester upon the death of her father. Mr. Hester will be remembered by many in the Trenton area as having conducted a coal and feed business here for many years. . . . Claire Lazoni, Secretary to Mr. Howell, enjoyed a day in New York. . . . Frank Allen of the same office vacationing at the old home town, Hope, N. J. Wonder if he and George Andrews have accounted for all the rabbits up there. . . . Frank Kimble of Mr. Hurley's Office is another vacationer who did some interesting reports having a swell pheasant dinner. . . . Marilyn Sidal has recovered from a severe cold. . . . Birthday greetings to Mildred Friedman, Key Punch Operator. The girls surprised Mildred with a birthday cake, candy and ice cream. . . . After six tries Johnny Egan finally saw Villanova win a football game from Temple University. Seems that every time Johnny attended this game, Villanova took it on the chin. Well, perseverance generally has its rewards. . . . Elgin Meyer has joined the Gallon Club in the blood bank. Elgin recently donated his eighth pint. . . . Another new girl has been added to the Department. Welcome to Miss Mary Richter of Gene Palmer's Office. . . . Cpl. Frank Suckocki, of the Cost Department, in to say hello. . . . Have not heard from some of the boys in service in quite some time.

## THE SUGGESTION BOX

has received 54  
Suggestions to date.  
Was yours  
among them



## BUY WAR BONDS



## BRIDGE BRIEFS

Arthur Lichtenberg

Arthur H. Stetser writing from camp 272 miles West of Whitehorse along the Alcan Highway tells of driving piles thru frozen ground. He states: "We have never witnessed pile driving in N. J. thru frozen ground but it can be done. Steam Jetting each hole for proper penetration. You know that this whole Yukon area is underlaid with frozen ground or ice cap. Clear blue ice is sometimes found 2 to 3 feet below growing vegetation." Since receiving this letter, Stetser's crew have been forced to abandon work for the winter and he resumed his position in the Bridge Division.

### Doing Two Jobs

A new honor has come to the Bridge Division in the selection of its head, Morris Goodkind, to serve as a Consulting Engineer on special bridge problems for the War Department. The work involved is in the office of the Chief Engineer and concerns bridge designs in all theatres of war. The job is exacting and highly confidential and demands considerable time. "Goodie" is now a Washington commuter, and divides his time between offices there and in Trenton.

Wilbur Spencer in his election to the office of President of the Ten Year Club is the third Bridge Division employee so honored. Wilbur also finds time to serve on the Board of Directors of The New Jersey Society of Professional Engineers, Mercer County Chapter. He recently received his license as a Professional Engineer. So, triple congratulations to a man who finds more than his job to interest him.

### Overlooked After 20 Years

Phil H. Burch's name was inadvertently left out of the Bridge Briefs list of Bridge Division employees receiving 20 year silver emblems. This accordingly rights the omission. Phil, as many of us know, does a large share of the checking of bridge plans, and the following poem was written with him in mind some time ago.

Who is the man who'll take your plan and change it all around,  
Who says your wing walls are too short, in fact they're under-ground,  
Who finds a rod an eighth too long, a thing we always fear,  
He's that line-crasping, plan-de-facing, checking engineer.

Geo. A. Heffernan with time still on his hands has just promised to edit a column in the proposed Credit Union News. He has also been added to the Editorial Staff of the Police Reservist, the organ of the Trenton Police Reserves. During blackouts George serves a local beat and likely cogitates on his editorials. What a man!

Birthday greetings to: Fred C. Dileo, Dec. 18; W. F. Hunter, Dec. 31; Patrick McCullough, Dec. 14; George R. Voorhees, Dec. 30 and Kenneth S. Yates, Dec. 15.

### Allocates Steel

A. Paul Gabrenas on leave with the Army Transport Corps and located in Cincinnati writes of his work in the allocation of steel to shipbuilders. Critical War material requirements for the next fifteen months are being listed for the War Production Board and "Gabby" has the responsibility of reporting hull structural steel. Gabby receives "The Highway" regularly and reads every word of it. The distance he concludes "makes a heap of difference in the appreciation of news from home."

### Back With Highway

Sgt. Joseph Namolie, honorably discharged from the Army Air Corps, has now returned to his former duties as File Clerk in the Lab. Joe has been relating his interesting experiences to a willing group of listeners.

### Hospitalized

Corp. George Goeller, formerly Asst. Testing Chemist at the Lab, is now back in this country recuperating at the Halloran General Hospital, Staten Island, from an illness contracted in North Africa. Everyone here wishes him a speedy recovery.

## THE HIGHWAY

### MEET THE GANG



The Maintenance Gang of N. J. Pendergast of Somerville is one of the largest groups of its kind in the State and because of this they cover what is perhaps the largest territory in New Jersey, a section which extends along Route 31 from Princeton to Chester, and along Route 29 from the South Branch of the Raritan River to Green Brook Bridge near Scotch Plains, a total of sixty-one miles.

Assisting Pendergast in the direction of the maintenance of this section of highways are three Assistant Foremen, George Libby, James Traynor and James Coleman. Two of these men, Libby and Traynor, serve also as truck drivers, the former stepping into the breach created by the accidental death of Arthur Reinhardt, while Coleman is a pretty handy man himself, numbering stenography and auto mechanics among his attainments.

Many men in this Gang are among the early employees of the Maintenance Division. Peter Ayres, who is sort of a one man gang, came in 1920 and is the oldest of the group both in age and in length of employment. Alex Frischetti joined the forces in 1922, followed by Mariano Marachetti in 1924. Several others look back on ten or more years service.

Hobbies surely must exist in a group of men as large as this, but aside from the usual number of hunters and fishermen, it seemed as though gardening occupied most of the spare hours, which left little to write about. One man, Charles Groce, besides acting as the driver of the third of this Gang's trucks, finds time on Sundays to serve as Pastor of the New Bethel Baptist Church in Jersey City.

In the above photo the men stood in front of their maintenance shed on Route 29 near Somerville. Reading from left to right in the front row are: Herman Tuck, Pasquale Morotta, Benvenuto Aveta, Michael Rauber, John Van Fleet and Peter Ayres.

Second row: Nick Pendergast, John Cirillo, Peter Galbraith, Mariano Marachetti, Alex Frischetti, Clifford Fennor, George Libby and James Coleman. Rear row: Vincenzo Oliverio, James Traynor, Thomas Frischetti, Charles Groce, Andrew Bajonowski, Harry Hotel, and Walter Smith (Grade Operator.)

## CONSTRUCTION COMMENTS

Fred C. Claus

### Newark

Bertram Vreeland, who has been loaned to the State-Wide Planning Survey since the beginning of the year, is now back with Survey and Plans. Welcome.

We recently learned that Morgan Hand has been elected Senior Vice Commander of the Cape May American Legion Post. Congratulations.

Since 1st Lieut. Ephraim Solkoff's service address is now APO 9008, c/o Postmaster New York City, it is reasonable to assume that Eppie is now on foreign shores.

Ever since the flag that so proudly waved from the Newark Highway Building was torn several months ago, the flag pole has been bare! This does not seem to be appropriate, especially during the present emergency.

It is with deep regret that we learned of the death of Joseph J. Andrews, 638 Garfield Avenue, Jersey City, following a prolonged illness. Joe originally came to the Department in 1931 and was thirty-four years of age at the time of his death. To his family, THE HIGHWAY extends on behalf of the employees of this Department every sympathy.

### Woodlynne

In a recent letter to his wife, Warrant Officer John J. Timmons writes that it looks as if he would be home in January. John has been in the Navy (Sea-Bees) for 18 months and has spent most of his time in the Southwest Pacific.

Chas. B. Franklin, Sr. Draftsman of this office, was recently elected to full membership in the Naval Architects and Marine Engineers Assoc. At the present time, Ben is on leave with the Penn-Jersey Shipyard in Camden.

While on the subject of visitors, we might say that Traffic Enumerators Henderson, Edwards and

Dancona have given up trying to win at pinocle and are now spending the noon hour trying to beat each other at checkers.

Herbert Richter of Projects has been temporarily assigned to this office. Bert is a likeable chap and we are glad to have him with us.

After spending several weeks on leave in New Jersey, Lieut. Comm. Wm. B. Dallas returned to California only to find that he was located at Bldg. E-2-52 Area E. Williamsburg.

Two veteran nimrods, Harry Marvin and Ray Weatherly, went afield recently and claimed a good bag. Harry, confining himself exclusively to rabbits, came home with four of the cottontails and several near misses, while Ray shot a pheasant, a woodcock and several bunnies.

On Nov. 16th, T/Sgt. James R. Flynn stopped in to say hello. Jimmy is now with the Coast Artillery where he has been duly impressed with the speed and accuracy of the big guns. He would like to hear from his many friends in the Department. The address is: Hq. Southern Sector, Realty Bldg., Jacksonville, Fla.

The members of this office who attended the Ten Year Club dinner have nothing but the highest praise for the fine dinner and excellent entertainment.

### Trenton

At the recent annual meeting of the Highway Research Board in Chicago, H. W. Giffin presented a paper entitled, "Transverse Joints in the Design of Heavy Duty Concrete Pavements."

Lt. Harold Blake of the 333rd Engineers (Flamington Office) writes from England to say that Ollie Doll of this office was the officer assigned to instruct the

## MAINTENANCE NOTES

GENE BECKNER

The supervisory staff of the Western District has been more than its share of busy recently. Foreman Pete. Lusa, stricken ill early in July and returned to work only recently, his return, Foreman William H. and Dan Fitzhenry were the victims. Foreman Hagin proved fatal, and his demise reported elsewhere in this issue. Foreman Fitzhenry is still away from his home. The latest to be reported is none other than Supervisor Klockner, who is confined to his home at Clinton. Both Foreman Fitzhenry and Supervisor Klockner are showing signs of definite improvement, and it is hoped that a subsequent issue we will be able to advise of their return to duty.

### Bell Injured

Martin Bell, truck driver, George Beattie's maintenance crew, was the victim of an unusual accident at his home the other day. Bell was repairing an automobile for his son and was putting a spring in place when the spring slipped and struck him on the side of his head. He suffered two severe lacerations on the right side of his head which required sutures to close.

From the number of employees who took all or part of their vacations during the hunting season, it is evident that the Maintenance Division still has its share of Nimrods. A goodly number of employees were out hunting and despite the scarcity of ammunition most of them managed to bring home plenty of rabbits and pheasants to supplement their meat ration. From vacations scheduled for the deer hunting season, it is evident that venison will be on some tables during December.

Many of the boys in the drafting room were recently approached for part time jobs with the Eastern Aircraft Corporation of Trenton. Post war planning, however, will probably utilize all the excess energy they have in overtime hours.

Carl Slemmer is displaying unusual ability in making sketches of proposed designs of intersections and grade separations on the Trenton thru-route.

### Upper Montclair

Larry Kavanaugh is doing a swell morale job by writing each serviceman from this office a personal letter, extending season's greetings. This is a good will gesture which might well be copied by a lot of us.

F. E. Beck, Resident Eng., who has been sojourning with us for the past year, has returned to construction work in charge of the Knickerbocker Road job. His acrid comments on current events will be missed.

M. L. Ritchie, our Demon Designing Draftsman, acquired a house in Newark and is up to his neck in remodeling plans which will call for the services of a plumber, carpenter, painter, mason and electrician.

The Newark Chapter of the Engineering Assoc., N. J. State Highway Dept., will hold its annual meeting Friday, December 17th. Election and installation of officers will be followed by a dinner and social evening.

Norman Schaja is getting his share of chuckles out of life at Fort Dix. He writes: "It was K. P. today. Up at 4 a. m. and on the ball for 14 1/2 hrs. Meals are perfectly balanced . . . prepared by experts . . . as interesting as possible. This place is like the Grand Central, with civilians parading in timidly, then leaving within a few days or weeks with two bags full of G. I. equipment." Norm's address is: A.S.N. 42011682, Co. C—Barracks 3, Fort Dix, N. J.

Bob Finch writes from Oklahoma A & M where he is taking a refresher course in math and electricity. His general average to date is 86% which is nice going. Keep it up Bob. A letter addressed to 166 Cordell Hall, USNT Sc. E. E. & R. M., Stillwater, Oklahoma will reach him.

### Perth Amboy

James W. Hiller recently took an out-of-season swim while on duty at the Pt. Pleasant-Bay Head canal. It appears that Jim lost his balance and plunged into eight feet of water with all his clothes on. Upon surfacing, Jim's only remark was, "My gosh, my cigar's out." Tough guy!

# THE HIGHWAY

## 1944







# THE HIGHWAY



VOLUME 2 — NO. 6

TRENTON, NEW JERSEY

JANUARY, 1944

## Veteran Sea Gull Spends Winters at Manasquan Bridge

If you are one who believes in autopsychosis (or something) it would be easy to imagine that, in some former life, Old Pete had been a bridge-tender. In fact, there are many who are convinced that during the fifteen winters that this one-legged sea gull has made his home on the lower Manasquan River Bridge—Route 35—he has become acquainted with every phase of bridge operation.



Pete is a familiar sight to those who travel across this bridge, for throughout each winter and early spring he sits on his favorite balustrade post, apparently oblivious to the roar of passing traffic or winter gales.

**Comes From North**  
With the regularity of clockwork Old Pete arrives from the North during the first week in October, generally a day or two preceding a storm, and just as regularly bids farewell to his friends on the bridge about the first week in April.

Just where this venerable gull spends the summer season is a matter of conjecture. Some who profess to be informed on the migratory habits of winter gulls claim that Pete's summer home is somewhere along the Grand Banks of Newfoundland, while others think that he goes farther north—above the Arctic Circle.

**Signals His Return**  
This fall Old Pete returned to Manasquan on the first blow of a northeaster. It had just begun to cloud up and Phineas Marr, who was sharing duty with Marcellus Parker on September 30th, was wondering if their friend of fifteen winters would arrive that day.

While they were discussing this possibility, a gull fluttered close to the bridgehouse windows as if to attract attention. Several times it repeated this maneuver while Marr and Parker tried to identify it. Finally Parker said that if the bird were Old Pete it would soon settle on the familiar balustrade post. As if he had heard and understood, the gull circled into the rising wind and came to rest at the spot indicated. Old Pete had indeed come back.

**Never Goes Hungry**  
Because he has only one leg, Pete finds it somewhat difficult to catch as much seafood as other gulls. To make up for this shortage, the men at the bridge have fed him for a good many years from their lunch boxes. When occasionally he feels that he is being slighted, Pete lets

(Continued on Page 4)

### Oliver W. Bond

Oliver W. Bond, Highway Inspector in the Northern Construction District, died in California on January 5th while away from the Department on sick leave. Mr. Bond, who came to the Highway in 1928 and was a veteran of three wars, was buried in Montclair with military rites. He is survived by his wife, Mrs. Anita Phillips Bond, and a sister, Miss Mary L. Bond of East Orange. We extend our sympathies to these survivors upon the loss of one who was held in the highest esteem.

## News of Pipe Collection Brings Interesting Letter

In the October issue of THE HIGHWAY an article appeared describing the pipe collection of Gilbert Ettenger of Fernwood. About two weeks before Christmas Mr. Ettenger received the following letter from the Circulation Manager of the Alaska Weekly.

"The other day I read in the paper that you were a pipe collector and I immediately thought of a grand fellow up in Petersburg, Alaska, who was one also. His name is Earl Ohmer and he is called the shrimp king of that country. Not long ago a fire destroyed his dock, his office and worst of all his fine pipe collection . . .

"I was wondering how you would like to surprise him with a little package of perhaps one pipe to start his collection all over again . . . You would make a wonderful friend and when the war is over you could go to Alaska and be assured of a real welcome . . .

"You may not thank me for this suggestion, but I know what grand scouts these sourdoughs are and I'm hoping the little thought of Christmas good cheer will appeal to you.

Sincerely yours,  
Lulu M. Fairbanks."

We checked up on the results produced by the above letter and know that you will be glad to hear that Mr. Ettenger sent not one pipe but two to a fellow collector in the frozen North.

## Clifford Wear Named to Suggestion Committee

Clifford Wear of the Administration Division, who for the past twelve months has been serving as Department Travel Officer as well as handling Selective Service matters in connection with Highway employees, has been named as the eighth member of the Suggestion Committee. Wear's thorough knowledge of the Department's organization, gained through many years spent as secretary to Highway Engineer James Logan, should prove of value as a member of this Committee.

# Historic Year Lies Ahead

## Each of Us Is Scheduled To Play Important Part

The year that lies ahead has been described by the President of the United States as a "fateful year." It is destined to be a year in which events of vast historic significance will take place.

In our own State, Governor Walter E. Edge was inaugurated on January 18th and thus he is the first Governor to serve the people of this State during two World Wars.

The 168th Session of the New Jersey Legislature, which opened its sessions on January 11th, will be not only a legislature, but will, by the action of the people of the State last November, be virtually a Constitutional Convention. It will be charged with the vitally important task of drafting and submitting to the people of the State at the polls next November a new and revised constitution for their acceptance or rejection. Thus after a hundred years we may have a new and modern frame of government for the State of New Jersey.

In the National Government there will be an election of a President of the United States in the midst of war and with him a House of Representatives and many new United States Senators. These events alone would make this a notable year in the nation's history.

But 1944 is also to be the year of the greatest invasion of Western Europe in all history and, we are assured, will mark the end of this global war in the European Theatre.

This year thus will be not only an historic year but a great year. It is a time for greatness on the part of all of us. Let us then go forward into the New Year conscious of its historic significance and of the responsibility on the part of each one of us whatever our task, to do our duty and play our part worthily in this Great Human Drama.

SPENCER MILLER, Jr.  
State Highway Commissioner.

## Merit Awards Bestowed at Christmas Party



At the Highway Christmas party held in the Board Room on Christmas Eve, Commissioner Miller presented Certificates of Merit to William Kilmurray and Joseph Caso of the Maintenance Division in recognition of their heroism in saving the life of a motorist who was in danger of burning to death as the result of an accident. Other features of the program included the singing of Christmas carols and a tribute to Highwaymen now serving in the armed forces. In the above photo Commissioner Miller is presenting Kilmurray with his certificate while Caso looks on. Many others can be identified in the gathering.

## Returning Sea-Bee Prefers U. S. A.

Insensate and Japs Make Life Miserable in South Pacific

"If you want to appreciate the good old U. S. A., just spend a year in the South Pacific." So says Warrant Officer John J. Timmons of the Southern Construction Division who recently returned to his native haunts after twelve months in the New Hebrides where he was engaged in road construction.



JOHN TIMMONS

Timmons, who entered the Navy in June 1942 and took his basic training at Camp Allen, Virginia, seemed more impressed by the myriads of man-eating insects than he was by Jap bombings. "You can duck the Jap bombs but you just couldn't get away from the bugs, at least in the early days following our landing. They would find us even under a sleeping net and when they did it was just too bad—for us. Eventually, through scientific control, we were able to clean up most of them, but the memory of swarms of flies will always be vivid."

Timmons also numbered among his memories, experiences with wild boars, giant lizards and large snakes. These, however, were decidedly of secondary importance. Like all members of Naval Construction Battalions, Timmons took great pride in the achievements of the Sea-Bees. He told of one occasion—the occupation of Rendova Island in the Solomons—when the Sea-Bees had landed prior to the Marines. In fact they were waiting with a cheery "what's kept you guys so long?" when the devil dogs arrived.

On January 15th Warrant Officer Timmons reported to San Francisco to take on new assignments. He didn't know where his next adventure would take place, and it seemed that he didn't care, so long as the bugs were not too bad.

## James A. Corby

The Highway Department lost a veteran employee with the passing of James A. Corby, Blacksmith Foreman of the Fernwood Service Station. Mr. Corby, who made his home at 1017 Genesee Street in Trenton, had been employed by the Equipment Division since March 26th, 1923, and was a member of the Ten Year Club. His death occurred on January 3 following a brief illness.

Surviving Mr. Corby are his wife, Mrs. Lulu Corby, a daughter, Mrs. James Collins, and a son, Alfred. To them THE HIGHWAY extends every sympathy, for Jim Corby will long be fondly remembered by those who were associated with him.

★ ★ BACK THE 4th WAR LOAN — BUY BONDS! ★ ★



















## "Colonel" Frank O'Brien Looks Back On Colorful Career

Veteran Blacksmith Known To Millions of "Post" Readers

ST. LOUIS, Mo., March 10.—The "Colonel" Frank O'Brien, the blacksmith who has been known to millions of "Post" readers for years, today announced that he was going to spend a pleasant hour with him in the past, one of a group indulging in a series of horse racing, within the confines of his blacksmith shop—a spot made famous through a series of stories which have appeared in the Saturday Evening Post.

The proprietor of this shop was Frank O'Brien, today affectionately known to his intimates at Fernwood as "Colonel." He came to the Highway Department in November, 1920, somewhat after the automotive age had definitely finished its careers as a hardy group of men as could be found. Fortunately, through the writings of his son, Edward W. O'Brien, a former Highwayman, these days can be revived in all their romance.

As a young man Mr. O'Brien started out to be a doctor. In fact he was taking his pre-medical course with a Trenton M. D.—a custom prevalent in those days—when he succumbed to a desire to become a blacksmith.

**Spurred Russian Offer**  
After mastering his trade and working for a time with a well known smithy named Jake Valeri, "Colonel" O'Brien went to the Penn Valley Stud Farm near Morrisville, Pa., where he drove and shod some of the fastest trotters in this country, among them Anteo, the second most valuable stallion of that day. As a reminder of those pleasant years he still cherishes a watch fob made from the tail of Midnight Chimes, a racer whose memory is dear to the hearts of harness horse lovers. During his tenure at Penn Valley, Mr. O'Brien studied the structure and diseases of horses.

## BRIDGE BRIEFS

Arthur Lichtenberg

Sam M. Rankin now with the Navy and writing from Brooklyn, sends a few vital statistics on the 45,000 ton U.S.S. Missouri. Sam observed the launching and with thousands of others felt a tingle of pride as the mighty battleship hit the waters of the East River. Battle ship briefs: Keel laid Jan. 6, 1941, main batteries 16" guns, overall length 880 feet, area of decks equivalent to 18-story office building 150' square, 90 miles of piping, 15,000 valves, 300 miles of electric cable, 900 electric motors, 844 doors, 882 manholes, 15 miles of wire and manila rope and 312,000 pounds of paint. Four million feet of welding went into her construction and 175 tons of blue prints were used in the plans.

A baseball pitcher would have to pitch 9456 baseball games of 9 innings each to hurl the 1,135,000 rivets that were used in her construction.

Sam is still busy on shakedown cruises taking him to sea for several days at a time. He "loves" it.

**BRIEFS:** Walter C. Devereux, covering his connections for the completion of bridge on Chesapeake Creek on Route 100, L. C. Petersen, genial as ever, celebrated his 25th year with a party on Jan. 19th—by very carefully refrained from forming prospects of the object of the collection until the money was in hand and then disclosed the purpose. The reminder then received was something to remember. One member of the anti-ops, even went so far as to offer to double his contribution if he would sponsor a campaign to get the air. (P.S. Collectors for the Met is still strong.)



FRANK O'BRIEN AND TIM

hoofs under a veterinarian, and this knowledge, coupled with his ability as a driver and blacksmith, led to an offer to go to Russia, where the famous Orloff strain of trotters was coming to the fore.

He turned down this opportunity to travel, however, in favor of opening his own shop on Mill Street in Trenton, where for many years his fame as a moderator in all sorts of discussions was rivalled only by his ability to shoe horses. So skillful was he at the anvil that his friends prevailed upon him to send samples of his handwork to the Paris World's Fair where they were exhibited.

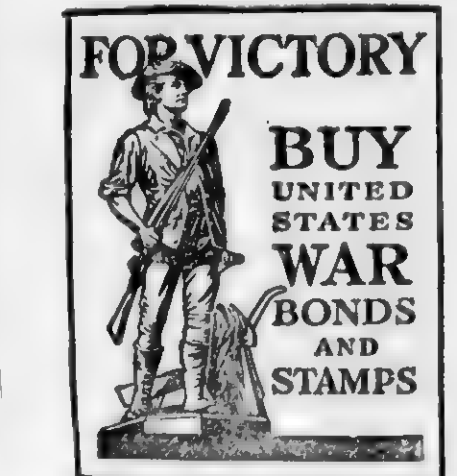
Frank O'Brien is a man of few words but he will proudly tell you that during his 30 years as a blacksmith he never had a lock on his door, and when the day came that he closed his shop for the last time he owed "nary a man a dime."

In the above photo the "Colonel" is shown with his son Tim, now a well known Trenton dentist who is serving overseas with a combat engineers regiment. A glance at dad's hands reminds us of Longfellow's immortal line, "The smith, a mighty man was he."

Jack Koffler recipient of civilian award for efforts in Newark Airport expansion program. . . Brezzy letter from Paul Gabrenas in Cincinnati. Paul gives us the low down on everything from Kentucky justice to hill billys. . . Bill Tange still on the sick list. . .

Of the 12 suggestions sent in by Bridge Division employees, 3 have been accepted. Two are being evaluated and one deferred. Considering the 28 employees we have this is an encouraging high. . . Wm. C. Umberger has two sons in the service. There is William C., 1st Class Seaman in the Coast Guard now stationed at Cape Ann near Boston on shore duty and Douglas B. in the Navy as a ship fitter with a ship repair unit in Staten Island, N. Y. Douglas was recently promoted to a 1st Class Petty Officer. . . Feb. 2nd Curtis D. Weller assumed the status of grandfather on the birth of a son to Mr. and Mrs. William Weller. . . Victory gardeners on the move.

Space requirements last month account for our belated birthday greetings of January to A. T. Amabile, 1st; L. C. Petersen 14th; C. H. Spence 18th; J. B. Walsh 19th; A. W. Ehlers 24th; Geo. A. Heffernan 27th; J. J. Krieg and Virgil Williams 29th. . . For February we felicitate Wm. C. Umberger, 6th; Chas. M. Fox and A. S. Herron 6th; John M. Furry 11th; R. E. Armstrong 27th and H. J. Mueller 28th.



## THE HIGHWAY

### LABORATORY LINES

Abram Watson

The Lab personnel is also mourning the loss of Daniel McCarthy, Asphalt Plant Inspector, and Bill Backes, who was formerly employed by the Lab as a Material Inspector. Both these men are veterans of World War I. Commissioner Miller sent a touching letter of condolence to Dan's widow, extending Dan's service to the Highway Department for many years.

The Lab was honored by a visit from Private Ed Baumann, Asphalt Plant Inspector, formerly at Camp Croft, S. C., and at present assigned to Camp Meade, Md., completing his basic training.

Corporal George Goeller, Asst. Testing Chemist, was recently discharged from the Tilton Hospital at Fort Dix, and is now at Camp Upton, N. Y., awaiting a new assignment.

Jack Marren's boy, John D., is at present completing his last training at the Great Lakes Naval Training Station. John was Captain of the Color Guard of the American Legion Post No. 9, of Trenton for many years.

Second Lieutenant Ray Wall is now stationed at Fort Bliss, Texas, down there with an anti-aircraft division of which a program of movies depicting all phases of the war was shown. The training Battalion of Chief Petty Officer.

### MAINTENANCE NOTES

GENE BECKNER

Mrs. Eleanor Elston was a recent guest at the New London Club. The club is a fine place for a social gathering. The club is a fine place for a social gathering.

Mike Ondy, a recent guest at the New London Club. The club is a fine place for a social gathering. The club is a fine place for a social gathering.

Foreman Bert Wood's maintenance crew suffered serious injuries through illness during January. Three members of his crew, Pete Duvila, George Wright, and Raymond Orpen, were confined to their homes the greater part of the month. Duvels and Orpen have since returned to work, but at this writing George Wright is still under the doctor's care.

Mr. and Mrs. Michael Lanzara attended the Metropolitan Opera performance of Puccini's "La Tosca" at New York on Thursday, February 3rd. Grace Moore and Lawrence Tibbett were the headliners and Mike reports a most enjoyable evening.

Preston H. Gano, maintenance crew member, was recently discharged from the Tilton Hospital at Fort Dix, and is now at Camp Upton, N. Y., awaiting a new assignment.

Captain LeRoy W. Benson of Roy Benson, Trenton, is a recent guest at the New London Club. The club is a fine place for a social gathering. The club is a fine place for a social gathering.

An apology—Also present at the party was Mrs. Ethel Weiss (Lessey), of the Construction Division. How we neglected to report Ethel's presence can't understand. As a matter of fact, we understand she is at sea.

Lee Wilkinson, member of Henry Henken's maintenance crew, was recently discharged from the Tilton Hospital at Fort Dix, and is now at Camp Upton, N. Y., awaiting a new assignment.

John Radice, one of Pete Ehlers' bridge painters who has been engaged in painting the Piquette Skyway, has recently had his doctor to remain at home some time to recover from a head ailment.

In connection with the current program for Roadside Improvement which has been underway for some time, Phil Voss recently directed a questionnaire to the various municipalities throughout the State to determine what local zoning ordinances, building codes, shade tree commission regulations, etc., might be in existence which would affect this program. Responses have been most encouraging from many municipalities and a valuable file of information is being secured. The prize money, however, comes from the Borough of Lakehurst who returned the questionnaire sent them with the single notation: "No more restrictions than the Indians had."

The above item reminds the writer of a collection he took up in the office several years ago when the Metropolitan was canvassing for funds from the radio audience. Very carefully refrained from forming prospects of the object of the collection until the money was in hand and then disclosed the purpose. The reminder then received was something to remember. One member of the anti-ops, even went so far as to offer to double his contribution if he would sponsor a campaign to get the air. (P.S. Collectors for the Met is still strong.)

Both of the fellows are doing a swell job of keeping Highwaymen in far off places in contact with the latest news of the Department.

Here are the men who send THE HIGHWAY to our Servicemen. On the left is James Martin of Mr. Grover's office who each month addresses envelopes to salaried employees all over the world. Jim is a disabled veteran of World War I and he knows from experience the importance soldiers and sailors attach to word from home.

Our hourly Servicemen also receive THE HIGHWAY. It is sent to them by Clyde W. Case, the congenial looking chap on the right. Clyde takes a personal interest in seeing that each of "his boys" receive every issue—in fact he addresses the envelopes himself. The questionnaire postal our Servicemen will receive with THE HIGHWAY in February is the result of Case's desire to keep posted on every man.

Both of the fellows are doing a swell job of keeping Highwaymen in far off places in contact with the latest news of the Department.

JAMES MARTIN

CLYDE CASE

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CLYDE CASE



TIME 2—NO. 8

RECONVERSION TO PEACETIME ECONOMY

DEPENDANT UPON SURPLUS OF PROJECTS AND FUNDS

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RECONVERSION TO PEACETIME ECONOMY



## Back in Alaska

[illegible]

Pictured above are **Paul Ljutich, William A. Ward, Irving Schmidt and George V. Dederick**. These doughty gentlemen devote 4 hours or more out of each day to commuting to and from their work in the Trenton office and their homes in Metropolitan North Jersey, and in so doing travel a collective distance of over 500 miles daily. So accustomed are they to showing their com-

Lutich, who works in the Maintenance Division office, travels by car from his home in Union City to Jersey City and thence by train to Trenton. Ward and Schmidt, both of whom work in Mr. Hurley's cost accounting office, live in Jersey City and Newark respectively. Bill makes the initial lap of his trip by bus, while Irving drives his own car to the Newark station. DeJereck, who makes the longest daily journey, travels from his Allwood home to Newark by trolley.

## CONSTRUCTION COMMENTS


**Fred C. Claus**

[illegible]


Draftsmen look to your laurels for **Mary Filipponi** and **Lorraine Finkle** are taking a course in drafting at Trenton Central High School, sponsored by Rutgers University. Many feel that after the

Newark Office, Survey & P is well represented at the co in Soil Mechanics, and now b conducted by Princeton Unive at Newark Academy

course is completed, life won't be worth living.



**Lieutenant Charles M. Ste**  
is now stationed somewhere  
China. He says the American  
lar is equivalent to 75 Chin  
Yuan and that a bottle of  
& Haig costs 6,000 Chinese Y  
Correspondence should be  
dressed Y-Forces, I. T. C. C.  
P. O. No. 627 c/o Postma  
N. Y.



**Capt. R. A. Simpson,** with the Army Engineers, wishes the boys Holiday Greetings from Pasco, Washington, P. O. Box 100.

**Upper Montclair**

**Corporal Dudley Demerest** came home recently on a ten day leave from the Romulus Army Airfield in Michigan. Army life seems agree with Dud if we can judge by looks.

The "Old Tea Cup," a trophy

The symbolic of bowling supremacy in the long competition between the Federal Aid Engineers and the Grade Crossing Engineers has at last become the permanent property of the former team consisting of **Walt Voorhees** and **Low** as a result of the complete

Hall  
trophies of their opponents. The **Jerry Osbourne and Jim Kersey**. The date of the final victory was March 10th, a day that will long be known as **Black Friday** in Grade 10 Cross-country Circles. In the above photo **Voorhees (left)** and **Hall** are admiring their trophy.

Mr. C. F. Bedwell, Acting State Highway Engineer, is enjoying a well earned vacation at the Wyndham Hotel, Lauderdale, Fla. We

understand that Mr. Bedwell is war materials was never

Standing at the site of what will some day be a busy intersection (the center line where the Walkill River, New York, Susquehanna & Western R. R. and Route 23 meet) this group of engineers from the Upper Montclair Office paused long enough to pose for the above picture. From left to right they are R. C. Ordish, I. Noble, R. C. Waugh, chief of the party, and G. Youngman. Ordish and Noble came to New Jersey from the Highway Departments of Pennsylvania and New York respectively, while Youngman gained his experience on construction work in several states. Waugh is strictly an "old timer" having come to the Highway Department in 1922.



## Maintenance Notes

GENE BECKNER

Promotions seem to be in the wind. From over in the Mediterranean Theater word comes to us that John Broder has been elevated to the rank of captain in the U. S. Army. Mr. Broder, Captain Broder, who completed his 50th mission over enemy territory on February 4, 1944, is now Flight Leader and Squadron Engineering Officer at his assignment.

Francis Fowler, one of Foreman Arthur Marshall's "grasshoppers," recently sustained a broken ankle in a fall from a tree which he was trimming. He is now confined to his home and will be laid up for quite a while.

Foreman Leon LaRue has been confined to the East Orange General Hospital for some little time. He is now progressing nicely and is reported well on the road to recovery. In his absence, Assistant Foreman Clifford Penitz has taken over his duties.

Looks like Foreman Bill Pinkerton, of Belmar, holds the Department record for blood donors. Bill has donated twelve times or a total of 1 1/2 gallons of blood. Here we have a true believer in Milton Berle's slogan for the Red Cross blood bank: "If you can't be a private be a corpse."

Here's hoping Russ Geller is really "hep" concerning the preparation of income tax returns. Practically everyone in the Trenton office at least consulted with Russ regarding their return, and if he has made any wrong suggestions, etc., in regard to deductions permissible, the entire office force en masse will move to Atlanta. Speaking of taxes, this thought, culled from a trade magazine, seems to hit the nail on the head: "Today one of the purposes of taxation is to prevent the people from spending money for goods, in order that they may have enough money for their taxes."

Ernest Van Schoick, formerly Landscaper Foreman in charge of the North Jersey Gang, who was inducted into the Army on June 17th last, is now stationed in England. Howard Van Benthuyzen, another of Bob Green's foremen in the service, is now a chief petty officer in the Coast Guard, and has been assigned as an instructor in the Coast Guard's Motor Mechanic School, East Moriches, L. I.

Sam Dame, who works for Foreman Ben Cortese up in Passaic County, has been confined to his home recovering from a corrective operation which he underwent some time ago.

Having sons in the service recently paid Tony Kuhn and Jack Stanley a unique form of compensation. They were called on to act as John Aldens for their respective sons when circumstances prevented the boys themselves from meeting the girl friend. Tony's wife, Margaret, wasn't taking any chances—she went along with Tony.

Corry Cahill, Maintenance Don Juan, is having difficulty. He's had to give up dating women workers. He says they aren't satisfied with a good time—they want time and a half.

## Walter Loses 181 Pounds

Jimmy Walter's many friends in the Highway Department will be glad to hear that after many months in the Mayo Clinic at Rochester, Minn., this likable Highwayman is feeling fine and looking forward to resuming his place in the Maintenance Division in the not too distant future.

In a recent letter Jimmy wrote: "By the end of this week I will weigh 300 pounds, what a difference from 481 pounds. I am very happy as I can now wear a 17 shirt instead of an 18 1/2. Another thrill I experienced was being able to buy stock undershirts instead of having to purchase special ones. So you can see that this trip hasn't been in vain and the amount of money wasted."

"By the time I get back to Trenton I will be a new person physically and have a much brighter outlook on the future because I'll have good health and ambition, something that I haven't had for many years."

"In closing I sure enjoy reading THE HIGHWAY and look forward to each new issue."

## THE HIGHWAY

### Meet the Gang



"Watch the birdie" was the order of the day when this youthful group of Cost Accountants faced the camera back in 1929, shortly after the Highway Department moved into its present offices in the State House Annex. You no doubt will recognize all in this group despite the fact that they had a little more hair and a little less weight in those days than they have today. In case you are in doubt, however, they are: seated, left to right, Edward McCordell, Frank Dunn, Thomas Russo, Paul Cranmer, Charles Patterson (deceased), and John Egan; standing, Frank Fieman, Clyde Case, Henry Johnson, Charles Brennan, Arthur Egan, Harry Hill, Joseph Hunt and Elgin Mayer. Absent at the time were Ed Downes and Frank Pollock, both of whom are still members of this office. In those days it is apparent that there was plenty of elbow room for all, but due to the added volume of work now handled, this original force has been augmented by many more recent additions. Today it is almost necessary to step into the hall to remove one's coat in safety. Despite this, however, the Cost Accounting Office, as in the old days, is pretty much of a big happy family.

## ADMINISTRATION DIVISION

ARTHUR EGAN

All too frequently, when things are going along smoothly, we take them as a matter of fact and fail to give credit to the guiding hand behind the scene. So we are giving a pat on the back to A. Lee Grover and his small band of helpers from the Administration Division, the guiding hands behind the highly successful Conference of North Atlantic States Highway Officials, held in New York City last month. Those who assisted Mr. Grover in this effort were: Bill Wildblood, Ken Rice, Gene Palmer, Clyde Case, Cliff Wear and Frank Gephart. Frank Reddan handled the publicity for the Conference.

In addition to Commissioner Spencer Miller, Jr., who addressed the Conference, those from the Administration Division attending the Conference included: Mr. Eugene V. Connett, Mr. Marvin Howell, Mr. Charles Hurley, Harold Rice, David Rodman, Marion O'Hara, Elsie Taylor Ruth Barbour, Mary Sheridan, Frances Lee, Claire Lazzoni and Mildred Friedman.

It was calm and peaceful in the Cost Department one bright and sunny afternoon. Suddenly the inmates were startled to see computer Frank Tokewitz hurrying clearing his desk, grab his hat and coat from the rack and dash madly down the hall. Everyone was puzzled, had something happened, was he ill, did he get some bad news? The mystery was deepened several minutes later when Frank, grinning and red-faced, reappeared and sheepishly resumed his work. Finally, the mystery was unfolded. Frank, who rushes to catch the Camden train each evening, miscalculated the time by an hour. It was only a glimpse of the clock at the Art School that stopped his careening dash to the station. The incident has become known as "Sheridan's Ride."

After many years of service with the Department, Mrs. Gladys Brinkloe has resigned to accept a position with the Henry J. Kaiser Fleeting Corp., Bristol, Pa. Fellow workers in the Cost Department presented her with a beautiful pin as a memento of her days here. Paul Graemer made the presentation on behalf of fellow workers. Mrs. Mildred Friedman was in charge of arrangements for a farewell luncheon at Hotel Hildebrecht.

## EQUIPMENT ITEMS

James O'Rourke

Wedding bells rang for Harold Price, Fernwood, and Miss Florence Hansen on January 29. The bride is making her home at 10 State Street. The groom has been with the Equipment Division for many years in various capacities. Congratulations, Harold!

A record of 18 years of attendance, with no time lost due to sickness or for any other reason, recently went by the board of Joe Rabatin, veteran of the first three years service at Fort Monmouth. We are glad to report that Joe is on the mend and anxious to start another record.

The U. S. Army Ambulance Corps' newly formed unit, operating through one of the local hospitals, numbers among its members Al Root, Robert Kepp, Andrew Wyckoff, Clarence Seales, Homer Rodgers and Michael Lesnak, all of the Equipment Division.

One man who never entertained doubts concerning the outcome of the Marshall Islands invasion was Joe Thiel, whose son, Corporal Joe, Jr., played his part as a member of the 4th Marine Battalion.

Kenneth Emmons recently resumed his duties with the Highway Department upon receiving his discharge from the Army.

Peter Radice, Chauffeur, has undergone an operation at St. Francis Hospital in Trenton. We are glad to report that Peter is coming along nicely. He has the best wishes of all for a speedy recovery.

## Promoted



TOM DOELL

Tom Doell, who for 20 years has been servicing Highway automotive equipment in New Jersey, is no longer operating out of the Newark Garage. Tommy is now on his own as a full fledged Inspector of Equipment with headquarters at the Dover Garage. He invites all Highway employees to call upon him for any service to their equipment whenever they are in his territory. He may be reached at the Highway Garage on Blackwell St., Dover.

George Visokay — known as George Sacco during his days in the prize ring—left Fernwood on March 6th for service with the U. S. Navy Ship Repair Unit. George took with him the best wishes of his many friends as well as a duffle bag and military set as a token of the esteem in which he is held.

We are glad to report that Jack Brower is recuperating from an emergency operation following a ruptured appendix. Jack had a close call and for a period was confined to St. Peter's Hospital in New Brunswick.

John Leadem, Road Mechanic, was 66 on March 2. In honor of his birthday a surprise party was given by eight of his children. Unfortunately, the other two were unable to attend the affair since they are in the service. Despite his age, Leadem maintains that he is still the biggest baby in his household.

In order to give you the best possible paper each month, we have arranged to exchange issues with the Missouri Highway Department in the hopes of picking up a few pointers here and there which might be incorporated in THE HIGHWAY.



VOLUME 2 — NO. 9

Seek More Funds For Post-War Road Construction

Miller and Cox Oppose Allotments Under H. R. 2426

An effort to obtain for New Jersey a proportionate share of the \$100,000,000 highway fund, authorized by H. R. 2426, a bill that is before the Roads Committee of the House of Representatives on March 14th.

At that time he presented to the committee certain facts which pointed out the disproportionate share of the highway fund which is introduced by the Honorable W. Robinson of Utah, Chairman of the Roads Committee, and sponsored by the American Association of State Highway Officials.

At the time this bill was presented in April 1943 there was little or no factual study of road conditions and less for an overall investigation of the problems of post-war reconstruction. The bill provided certain states with a cushioning effect of a comprehensive program of highway construction upon post-war unemployment and the number of years which three billion dollars of highway construction could provide.

In its present form the bill would provide certain states with as much as \$400,000 per demobilized citizen while other States would receive only \$40,000. Unfortunately, the states where the need for reconstruction is greatest—New Jersey is among them—are the very states receiving the least per capita allowance. These are the states which today have the largest industrial populations and are doing out the greatest volume of war materials.

## Defects Cited

In pointing out some of the fundamental defects in the existing bill, Commissioner Miller told the Committee, "Any apportionment of federal funds for public works based upon the area of the several states—seven though weighted by 25—is destined to fail to achieve correspondence with employment needs."

He stated that a fair test of an apportionment for post-war public works program is to determine how it fits the need which will exist at the war's end to create employment and stimulate business activity. It was further explained that under the provisions of the bill that the eleven states, namely, California, New York, Ohio, Pennsylvania, Michigan, Illinois, New Jersey, Indiana, Massachusetts, Connecticut and Maryland, where there is the highest concentration of industrial production and employment, are precisely the states which show the most serious inequities in the distribution of funds under H. R. 2426. These eleven states which are widely distributed have a total population of 66,782,836, which is 50% of the population of the nation, and since the war has had a 200% increase in industrial employment. Yet under the provisions of the bill they would receive but 35% of the total apportionment.

In further citing the obvious shortcomings of the proposed legislation, Commissioner Miller told the Committee, "The State of New Jersey, while the fourth smallest in area, is the ninth largest in population, is producing the fifth largest volume of war production, ranked only by Michigan, New York, California and Ohio. The contracts placed in New Jersey are valued at \$10,340,000,000 through 1945."

## Sponsor Substitute Bill

"The distribution of post-war highway funds to New Jersey under this bill would be \$2,100,000 while Nevada with a population of 100,000, which is less than the population of Newark, Jersey City, Trenton, Paterson, Camden or Elizabeth, would receive \$42,000,000.00."

The Committee was further told that any proposal for the large expenditure of federal funds for

# THE HIGHWAY

TRENTON, NEW JERSEY

APRIL, 1944

Cpl. Louis Manikas Pneumonia Victim At Southern Camp

It was with regret that we learned of the death of Corporal Louis Manikas on March 30th at Camp Livingston, La., following a brief illness of pneumonia. His body was returned to his home in Jersey City for burial.

Corporal Manikas, who came to the Highway Department in 1939, was the husband of Mrs. Ruth Manikas and the son of Mr. and Mrs. James Manikas of Jersey City. Besides his wife and parents he is survived by a sister, Helen, and a brother, George.

Corporal Manikas, a member of the Western Division Maintenance forces under the late William H. Hagen, leaves behind him a record of faithful service with the Highway Department. THE HIGHWAY joins his many friends in extending to his survivors our sincerest sympathy.

## Blood Typing Plan To Aid Employees In Emergencies

A plan whereby all Highway employees, as well as members of their immediate families, can have the benefit of knowing their blood type in case of emergency blood transfusions has been developed by George A. Heffernan, Chairman of the State Employees Red Cross Blood Donors.

In the past, whenever a transfusion was needed within the ranks of Highwaymen, a call has been sent out for volunteers. Those responding have then gone to the hospital for the purpose of being typed and in some cases because the required type of blood was not found, a second call for volunteers was necessary.

Under the new plan which would give protection to all Highway employees in the Trenton area, those who volunteer for typing will be catalogued under their various classifications. In the event of an emergency arise much valuable time would be saved.

Mr. Heffernan explained the plan and its advantages in this manner: "This plan will offer a great amount of protection to every person participating by saving valuable time in an emergency. As a member of the group, your type of blood would be known in advance as well as a large list of those whose blood type is similar. This means that should the occasion arise, a number of donors with the correct type of blood could be quickly located."

"Through arrangements with McKinley Hospital, it will be possible to type each person with little or no inconvenience. These tests will be conducted in the State House Annex and at Fernwood by doctors and experienced laboratory technicians as soon as we are in a position to determine the number of men and women who will participate."

Each employee residing in the Trenton territory will receive with this issue of THE HIGHWAY a form which should be filled out by those desiring to obtain the benefits offered by this plan and who are willing to be typed. Read this carefully for one of these days you may be one who will require an emergency transfusion.

post-war public works to aid demobilization and re-employment must be judged in the manner in which it accomplishes this task; that while private industry must assume the largest burden of responsibility for post-war employment, public works will be needed to stabilize our economy—to provide according to the best estimates employment of from five to ten percent of the demobilized servicemen and industrial workers. He felt that the present bill would fall in this respect.

In his opposition to H. R. 2426 (Continued on Page 3)

# GASOLINE CONSERVATION IMPORTANT TO VICTORY

As the day of the Great Invasion draws near with all that it implies in the way of heroic and sacrificial effort on the part of our Armed Forces overseas, it is inevitable that every thoughtful American citizen at home should ask the question: "What sacrifice can I make to insure victory in the shortest possible time, with the least possible loss of life?" In part the answer to that question has been already given by General Eisenhower when he announced some months ago that we could bring the European War to an end this year "if everyone played his part."

To play one's part on the Home Front, it is important to accept not only the disciplines of wartime control, but to be prepared to sacrifice any peacetime comforts or even necessities for the war emergency. One of these ways is in the saving of gasoline. The curtailment of the use of automobiles for either pleasure or other needless driving is still needed for the war effort. It may become even more drastic; it is predicted that as soon as the invasion begins there may be an even stricter control on the use of gasoline.

Every employee of the State Highway Department should so limit the use of his own car, and the State car assigned to him, so as to comply with the strictest requirements of war needs. We may not be able to play our part on the fighting front; we can play our part on the Home Front. The conservation of gasoline is one way in which we can aid the war effort now!

SPENCER MILLER, JR.  
State Highway Commissioner.

## Former Hazard Overcome by Modern Design



Until recently, whenever the bodies of our maintenance dump trucks were raised, as in cinder spreading, the blinker light mounted on the top of the cab could not be seen by vehicles approaching from the rear. (See photo at left.) This resulted in several accidents and many complaints as well as quite a few suggestions.

The problem was finally laid in the lap of the Equipment Division for solution with the result that a modern design was forthcoming. The light is now mounted on the forward end of the body by means of a yoke and weighted in such a manner that it remains in a vertical position regardless of the degree to which the body is raised. (See bottom photo.) This overcomes all former objections. To date about 50 trucks have been equipped in this manner and the remainder are being modernized as fast as material shortages will permit.

The mechanic shown with the truck at bottom is Edward McCabe of Fernwood, while behind the first truck can be seen—if your eyes are good—Foreman N. J. Pendergast of Somerville.

## Fought Behind Enemy Lines On Bougainville

A fighting marine who campaigned on Bougainville recently dropped in the Trenton office to renew old acquaintances. He is Corporal Cornelius B. Kennedy, back home on a hard earned 30 day furlough.



CPL. KENNEDY

Since leaving the Highway Department, where he was employed in the Mail Room, Neal has traveled far and seen much. A lot that he has been through will have to wait the war's end before it can be disclosed, but this much he could say—he has seen front line action against the Japs for periods of 8 days at a stretch, fighting knee-deep in jungle mire and digging in at night under constant enemy fire.

On one occasion Neal was a member of a patrol which infiltrated behind the Jap lines and held their position for several days until eventually reinforced by fresh troops. Despite the fact that their position was camouflaged with extreme care, their presence became known to the enemy who made every effort to dislodge them without success.

Corporal Kennedy would not venture a guess on how many Japs he had personally accounted for. He hoped he had gotten quite a few but as he said, "You can never tell whether you get them or someone else does." And then, as if by way of afterthought, he added, "It doesn't make much difference anyway." A glance at the Sharpshooters medal on Neal's chest would convince anyone that he didn't miss too many.

The above picture of Kennedy was taken by a war correspondent on Bougainville just after his battalion had returned from front line action against the enemy. This on-the-spot picture is used in preference to one showing Neal with service bars and stars.

Now well into his third year as a marine, this fighting Highwayman had an enthusiastic word for THE HIGHWAY. In Neal's own words, "It means an awful lot to a fellow who is far away from home" and he told of the time he read the first issue to reach him on Bougainville while crouching in a fox hole under Jap fire. "In fact," said Kennedy, "after reading it through several times, I swapped it with another fellow for a paper sent to him by his company."

Neal, who is the son of Mrs. Mary T. Kennedy of 1643 East State Street, Trenton, left on April 3 for his new assignment to the 5th Marine Division, 27th Marines, 5th Marine Division, where he felt Sergeant's stripes were waiting for him. He took with him the best wishes of all Highwaymen, including—

(Continued on Page 2)



**OVER THE TOP**  
Although figures representing the total contributions made by Highway employees to the recent Red Cross drive are not available due to the fact that Highwaymen gave to this worthy charity as members of their several communities rather than as a unit, the collection made in the Trenton area may well serve as a barometer for estimating the wholehearted manner in which our employees, from Cape May to Sussex, met this obligation.  
In the Mercer county drive, which includes the Trenton offices and Fernwood, Highway employees contributed a total of \$1,160.78. This figure represents an increase of \$125.00 over the amount given in 1943, and when it is considered that not only have we fewer employees this year but that many Highwaymen were contributors through other collecting agencies, this showing is most creditable. It is another evidence of the desire of those on the home front to play as important a role as possible in this total war.

**POISON IVY**  
Throughout the Garden State the roadsides are already blooming with the first buds of spring. Soon the forces of the Maintenance Division will be busily engaged in their summer long task of trimming the shoulders and slopes of our highways. Lurking among the early greens that carpet our roadsides is one of the villains of the horticultural world — poison ivy — or *Rhus Toxicodendron*, should you be a stickler for correct terminology.  
This root-climbing plant, identified by its dark green, shiny, ternate (groups of three) leaves, is generally a vine, although under some conditions it appears as a low-growing shrub. It is to be found throughout New Jersey along roads, fence rows and in uncultivated ground. Poison ivy secretes an oily substance, very minute amounts of which, if placed on the skin, will cause severe poisoning. These amounts are so small that they are occasionally conveyed by the smoke of burning plants or in rare instances by insects.  
The best way to avoid ivy poisoning, which each year causes much suffering, inconvenience, and loss of time among those who must work in the field, is to avoid contact with the plant itself. This can be done by learning to identify poison ivy and staying away from it. If you don't know it when you see it, get someone who is familiar with it to point it out. Acquaint yourself with its appearance. When in the performance of duty it becomes necessary to work around this plant, be sure that no portion of your body is exposed to it. Keep sleeves rolled down and wear gloves. If you are a sun addict and like a coat of tan from the waist up, acquire it when there is no danger of infection.

## Maint. Foremen Form Association

**Taylor Named President**  
At a meeting held in the State House Annex on Friday evening, March 17th, there was organized a group of Department employees to be known as the "New Jersey State Highway Foremen's Association." This organization, comprised at present of Department employees engaged in related activities, was formed for the purpose of promoting fellowship and a better understanding in and among the members and to provide a nucleus for social activities. Some fifty foremen were present at the organization meeting and the following officers were elected: President, John S. Taylor, of Trenton; Vice-President, Austin F. J. Newman, of March 28th; Clarence Smith, of Roselle; Secretary, W. J. Mealy, of Trenton; and Treasurer, Raymond S. Drake, also of Trenton. Plans were made for various activities to be carried on in the future. A second meeting held on April 14th was well attended, and we may expect to hear more from this organization as time goes by.

## Behind Jap Lines

(Continued from Page 1)  
ing Commissioner Miller with whom he chatted before leaving. Like American soldiers, sailors or marines the world over, Corporal Kennedy had collected his share of souvenirs. However, somewhere between Bougainville and Trenton these mementos of jungle fighting were lost, but it seemed as though we discerned a look in Noel's flashing eyes as we parted that said better than any words, "There are more where they came from."

## Death Claims Maintenance Employees

During the past month three veteran maintenance employees died following short illnesses. On March 16th, Fred Dunlap, of 31 Water Street, Morrisstown, who was employed in the crew of Foreman John Norris, died at his home. On March 28th, Clarence Smith, of 365 12th Avenue, Paterson, succumbed, and on April 5th, Vincent Caranagh, of Kenilworth, a truck driver in the forces of Foreman Austin Newman, also died. All of these men served the Department well during their employments, and to their survivors we extend our sincere sympathy.

THE HIGHWAY  
**Highway Honor Roll**  
421  
The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.  
Administration  
Seyvens, Jos. P. Navy  
Uth, Richard ... Navy  
Construction  
Ahr, Chas. P. Navy  
Electrical  
Goldy, Richard D. Navy  
McGinnis, George ... Navy

**Likes The Highway**  
A brief note from Pvt. Frank VanSycle 4207112, Co. C, 179th Engineer, (c) Bn. Fort Dix, N. J., reads as follows: "I am receiving THE HIGHWAY and am very glad to get it. There is always news in it about some of the boys that I know. I have been moved from West Virginia and am sending my land a plane on an exact spot, electrically." Frank is a member of the Maintenance Division.  
Pfc. John F. Snyder of the Electrical Division entered the Service in April 1943. Recently Jack, his first visit to Trenton since his induction. He is now an instrument landing technician, one of the few in the Army due to the newness of the equipment. There are only six units now in operation. Jack says that they land a plane on an exact spot, electrically.

**News from Our Men In the Service**  
Warren Steelman of Maintenance writes: "This is just a note to let you know that I am still alive. Please continue to send THE HIGHWAY as I enjoy reading it very much." Warren's address is now, Warren Steelman, SOMH 3/c—H.E.C.P. Fort Wadsworth, Navy, Station Island, N. Y.  
hairpin curves and no guard rails. I was thankful for the steady nerves of the British soldier driving the car and prayed that nothing would happen to the steering gear. "It was quite an experience to descend from the snow covered mountains and, in less than an hour, to be among fruit-laden orange, banana and palm trees."

**Travels in Holy Land**  
The Montclair office forwards a most interesting letter from Walter L. Brazbrooke, which is printed in part as follows: "I have been away on a trip to Palestine and points north. It was good to have the opportunity to see the places whose names had been household words since I could toddle. Happily, I was not disillusioned, in every case, as people seem to have changed but little from Biblical times. The modern towns are refreshingly clean after the filth of Egypt. In the Jerusalem Y.M.C.A. built by a Montclair man, I had the luxury of hot and cold running water in my room with steam heating showers across the hall. I visited a number of New Testament places in the old part of town."

**With Bombers**  
Word arrives from the Public Relations Office of the VIII Bomber Command to the effect that Albert R. Bein of Englewood, a member of the Maintenance Division, has been elevated to the rank of sergeant. Bein is an administration clerk at a Liberator base somewhere in England. Prior to sailing overseas he received his basic training at Jefferson Barracks, Missouri, attended the Administration School at South Dakota State College, and was stationed at Santa Maria, Cal., Pendleton, Oregon, Ft. Benton, Montana and Great Falls, Montana. He has a brother in the navy.

**What Did You Do Today, My Friend?**  
Representative James Wadsworth of New York recently interrupted an argument in the House of Representatives to read the following poem. It was written by an American officer as he lay on the battlefield thinking he was dying. His foot, which was crushed when his tank was knocked out during an assault on a German position, had been amputated by a fellow officer. The lines he scribbled as he lay suffering may well serve as an incentive to all at home.  
What did you do today, my friend,  
From home? I don't know.  
How many times did you complain  
The rationing is too tight?  
When are you going to start to do  
All of the things you say?  
A soldier would like to know, my friend:  
What did you do today?

We met the enemy today,  
And took the town by storm.  
Happy reading it will make  
For you tomorrow morn.  
You'll read with satisfaction  
The brief communique.  
We fought; but, are you fighting?  
What did you do today?  
My gunner died in my arms today.  
I feel his warm blood yet.  
Your neighbor's dying boy gave out  
A scream I can't forget.  
On my right a tank was hit—  
The stench of burning flesh  
Still rises from the pyre.  
What did you do today, my friend,  
To help us with the task?  
Did you work harder and longer, for less?  
Was that too much to ask?  
What right have I to ask you this?  
You probably will say,  
Maybe, now, you'll understand;  
You see, I died today.

**Quotation for April**  
"We have hard work to do, and that's no lie; Shun not the struggle—'Tis God's gift."  
—Matthie Babcock.  
**DON'T FORGET**  
DROP A LINE TO A HIGHWAYMAN IN THE SERVICE TONIGHT.

1944  
**ELECTRICAL FLASHES**  
REG BOWEN  
State Bridge Employees Association, Inc., held its February meeting in the Newark Convention Center. This was the first time since the war that well attended especially employees from the north-east. President James L. Brennan presented and presented the merit to bridge reclassification. A very interesting talk on the subject of bridge reclassification was given by Fred Bowen, who was employed on the metro-railway bridges for the past 31 years.

**Admin Division Wins Play-off**  
**Defeats Equipment in Close Contest**  
Paced by Frank Dunn, who rolled consecutive games of 216 and 223, the Administration Division bowling team took the measure of their Equipment rivals in the long deferred play-off of the first half of the Highway Bowling League.  
These Departmental rivals had finished in a dead heat at the end of the initial half of the scheduled league season and were in rare form for their deciding test which was played before several hundred enthusiastic supporters of both teams.  
The first game went to Administration by the score of 820 to 789 and in addition to Dunn's 216 game was featured by the 196 rolled by Tim Brennan of the Fernwood kiegler. The second game was closer despite the 883 rolled by the office contingent, for in this contest Armin Schleiter of Fernwood rolled 211, closely followed by his team-mate Mark Stevens with 202. The final score was 883 to 857 with Administration emerging victorious. In competition as close as this there was glory enough for both victor and vanquished.

**Form New Assoc. At Fernwood**  
**Brooks Named President**  
A new organization has been formed by the Fernwood employees which will be known as the Equipment Division Employees Social and Welfare Association. This most recent addition to State Highway employees groups claims a membership of nearly 100 persons.

**EQUIPMENT ITEMS**  
JAMES O'ROURKE  
The Fernwood Victory Garden gang can be seen any noon now talking over their plans for the coming year. Fortified by several new recruits, these tillers of the soil are looking forward to bigger and better things in 1944 than last year, according to all reports, a bumper crop was harvested.  
The largest single contribution to the recent Red Cross drive came from the Fernwood Flower Fund. The boys dipped generously into their pockets and came out with \$50.00 in addition to the individual contributions which were made.  
A survey of the Fernwood staff list shows that the following men have been laid up for one cause or another and we extend to each our best wishes for a speedy recovery: Leon Anton, Charles Zweigle, Peter Radice, Joseph Rabatie, Eddie Walker and Martin Egan.  
**FRED BROOKS**  
At the first meeting of the organization, Fred Brooks, veteran machinist was elected president. Other officers include: George Smith, vice-president; Albert Getz, recording secretary; Ambrose McLaughlin, financial secretary; Clarence Becker, treasurer; and Frank Montgomery, sergeant-at-arms.  
In speaking of the aims of this association President Brooks said, "We want it distinctly understood that we recognize not only the rights of labor but the rights of management as well. We intend to work in such a manner as to promote confidence, generate good feeling and harmony between ourselves and management. We stand solidly behind the civil service and urge all our members to join the Civil Service Association."

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**Ten Year Club's Amateur Night**  
THE HIGHWAY went to press this month too soon to record the happenings of the Ten Year Club Amateur Night which took place on April 18th. Rather than give an event of this calibre other than full coverage, it has been decided to wait until the May issue before reporting the doings of the evening in detail. Arrangements have been made to so that members unable to attend the affair will get a glimpse of the participants.

THE HIGHWAY  
**KEEP EAGLE EYES ON FERNWOOD**  
These stalwart gentlemen, armed with authority as well as 38s, are Fernwood Guards, capable protectors of the State Highway Service Station on the outskirts of Trenton. From left to right they are: Joseph Castranova, James Henshall, J. E. Isherwood, Joseph Bavel, William McCleure, E. P. Pinteralli, and Senior Guard Joseph Pate. The picture was taken on the occasion of the regular monthly meeting which is devoted to a discussion of the many problems arising in connection with their work.

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At the first meeting of the organization, Fred Brooks, veteran machinist was elected president. Other officers include: George Smith, vice-president; Albert Getz, recording secretary; Ambrose McLaughlin, financial secretary; Clarence Becker, treasurer; and Frank Montgomery, sergeant-at-arms.  
In speaking of the aims of this association President Brooks said, "We want it distinctly understood that we recognize not only the rights of labor but the rights of management as well. We intend to work in such a manner as to promote confidence, generate good feeling and harmony between ourselves and management. We stand solidly behind the civil service and urge all our members to join the Civil Service Association."

**Quotation for April**  
"We have hard work to do, and that's no lie; Shun not the struggle—'Tis God's gift."  
—Matthie Babcock.  
**DON'T FORGET**  
DROP A LINE TO A HIGHWAYMAN IN THE SERVICE TONIGHT.

**Ten Year Club's Amateur Night**  
THE HIGHWAY went to press this month too soon to record the happenings of the Ten Year Club Amateur Night which took place on April 18th. Rather than give an event of this calibre other than full coverage, it has been decided to wait until the May issue before reporting the doings of the evening in detail. Arrangements have been made to so that members unable to attend the affair will get a glimpse of the participants.

**Administration Division**  
ARTHUR EGAN  
All the medals and decorations now being received are not for honors won during the present war. After a lapse of over a quarter of a century the Order of the Purple Heart has been bestowed upon Elgin Meyer for wounds received under fire during the last war. At the time of the last conflict it was necessary for the wounded person to make application for the decoration. Elgin neglected to apply for his medal until the Purple Heart Club was formed recently and many of his old buddies urged him to apply for the medal and to join the club. Lem says he needs it to show his two kids in the navy that the old man was not so bad either.











## BRIDGE BRIEFS

A. J. LICHTENBERG

This informal shot shows Morris Goodkind, civil engineer, and his grandson, Michael, who is nine months old. The youngster is the son of Captain and Mrs. Herbert Goodkind.



MORRIS GOODKIND

Since last November Mr. Goodkind has been associated with the War Department as a consultant on military bridges from pontoon to suspension. Design of this type presents problems radically different from those involved in the construction of bridges for civilian use and recourse is often made to models in overcoming particularly knotty solutions.

"Goodkind" returned to full-time duties with the Highway Department on April 15th subject to immediate recall, should the occasion arise.

**BRIEFS:** Jack Everitt is now in the 101st Battalion, which is a salvage and harbor dredging unit. He keeps up his department contacts through THE HIGHWAY and reports a pleasant hour each month with its familiar names and events. At present Jack is in Hueneme, Cal. . . . With one exception, all past presidents of the Ten Year Club attended the Spring Meeting, Cramer, Lichtenberg, Davis, Cramer, Hunt, Kucher, Din, Carpenter, Card and Palmer. Mr. Cramer was unavoidably absent.

Mel Vail was in for a visit and lunch with R. B. Titworth and C. D. Waller while enroute from Berry Creek Route S-3 to a new assignment of three trawler jobs on the Little Egg Coast Guard Station Access Road. . . . Albert E. Lee recently on the Route 25-A Passaic River exploratory boring job and H. B. Campbell, currently occupied on the Route S-3 Passaic River crossing. Borings have been completed and dry samples are in the office.

L. C. Peterson on the important committee studying re-design of approach slabs for bridges. A departmental suggestion based on mud-jacking difficulties led to the appointment of the committee.

Hedin to Peterson (in a serious discussion on structural design) "You see, I'm flirting with high stresses" . . . Morris Goodkind serving as a judge at the Ten Year Club amateur night and doing a bang up job. . . . Sven Hedin voted in as a member. . . . Stas Kenyuk rounding out 10 years on May 10th and lamenting the fact that women cannot join the T. Y. C.

## SUGGESTION SYSTEM

(Continued from Page One)

Department show a genuine desire to participate in the affairs of management, particularly those matters leading to improved conditions. They like the plan of submitting ideas based on their knowledge, experience and observations. They welcome the mental challenge which seems to say to them, "See here, I have been in this Division a good many years, I also want to contribute a thought of mine in the hope that it may be used as Departmental improvement."

They have confidence in the plan and in the impartiality shown by the Committee. They know that their identity is lost until the suggestion is evaluated on its merits.

Our Suggestion Plan goes well beyond most of those used in industry in its democratic administration, its sympathetic approach to new ideas and to its determination to exhaust every possibility in submitted suggestions. No stone is left unturned in an endeavor to assess the true value of an idea, and qualified individuals from within and without the Department are called upon to render specialized advice or criticism. Every person in the Department, as a suggestion, is afforded every opportunity

## THE HIGHWAY

May, 1944

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END BOWLING SEASON WITH BANQUET



The Electrical Division bowling team marked the end of a rather successful season in the Highway League with an informal banquet at Roma Hall, Trenton, on May 17th. The above picture taken at the height of the festivities shows the group that participated. Starting at the left and reading clockwise are: Armin Schleiter, Arthur Nelson, Russell Cook, Walter Schuetz, a guest, George Goldy, Arthur Cadell, Frank Harris, Joseph Miazur, John Kilpatrick, Armand Innocenzi, George Walters and Girard Radice.

Maintenance Notes

**Same Dame**, who works in Foreman Ben Cortese's maintenance crew up around Clifton, returned to work recently following a long convalescence from an operation. We are glad to welcome him back on the job.

**Jim Dowling's** son, Harry, and Jack Stanley's youngest, John, have encountered similar experiences recently, albeit on different assignments with the U. S. Navy. Following basic training, both boys were assigned to Navy ships being constructed inland. The crews of which they were members were sent to locations where the ships were launched, after which the crews manned them and took the ships down the Mississippi to salt water. At this writing both are on shake-down cruises out on the briny.

**Mark Jarosz**, who works for Patrolman Edward Nuendorf, has been seriously ill for some time. Here's hoping he will be up and around again soon.

Our old reliable, Master Sgt. **Norm Horner**, stopped in at the office the other day. Norm is still assigned to Camp Butler, N. C. He looked fine and reports that although he hasn't been able to wrangle an overseas assignment for himself, a great many troops are dispatched from his camp to embarkation points throughout the country. Army life hasn't curbed Norm's loquacity. Just ask his target of the other day, Russa Geller.

**Frank Vail**, Landscape Foreman in and around the Trenton area, has received many compliments for the appearance of his Victory Garden up at Fernwood. Confidentially, these compliments should go to Mrs. Vail, for Frank has succeeded nobly in transferring most of the gardening to her capable shoulders.

Foreman **Augie Newman**, of Roselle, has entered a hospital to undergo a corrective operation. During his absence, Foreman **M. R. Durell** has been transferred from Jersey City to take charge of Newman's assignment and Foreman Jim Laing is looking after Durell's section in addition to his own.

Word comes to us that Corp. **Patrick Consoi**, who is the son of John Consoi, an employee in Charlie Pfeiffer's maintenance crew up in Bergen County, is recovering at White Sulphur Springs, W. Va., from injuries he suffered in April while he was repairing a T-40 plane.

**Willard Mealy** is still pinch-hitting for Foreman George Oliver over New Brunswick way. George has had a real siege of illness and it is hoped that he will be back on the job soon.

**Mike Ondy**, who dabbles with chemistry as a hobby, brought other members of the Trenton office samples of a cleaning agent which he compounded. So successful

REAL ESTATE REPORTS

ED DRAKE

Right of Way Agent **Thomas W. Stewart** is doing his share of work on the home-front. Tom is a member of the Coast Guard Reserve and reports for duty at Philadelphia, in Communications Special Assignment, work every Friday night at 11 p. m., working through until 12 noon Saturday.

Birth day congratulations to **Harry Beilinson**, May 20th; **Jim Ireton**, June 6th; **Herman Kramer**, June 8th; **John Walklett**, June 13th; **Russell Johnson**, May 27th; **Vincent Rebbeck**, May 26th.

Congratulations to **Morris Balbrecky** on his 16th wedding anniversary, and **Jim Ireton** on his 20th.

**Herman Kramer** has just returned from a well earned vacation, a large part of which was spent at his garden in Fernwood.

We congratulate **Frank Chiarillo** on the recent birth of a daughter. Mother and baby are doing nicely. Since Frank is in the army, it is not possible to report the baby's name.

Seen on a recent morning: **Velt (Pappy) Sams** working in his corn field, no doubt preparing for the annual corn roast; **Milt Cohen** working in his Victory Garden under the direction of his 12 year old son; **Pat Ward** at the Hudson County Court House Soda Emporium. How do you like those court house flips, Pat?

**Adrian C. Lincoln's** son, Adrian, Jr., has just completed his 12 year old son; **Pat Ward** at the Hudson County Court House Soda Emporium. He is now awaiting assignment for pre-flight training.

THE HIGHWAY

CONSTRUCTION COMMENTS

Fred C. Claus

**Woodlynne**  
Earl Hag's son is now in the Navy and has been assigned to the U. S. S. Alaska now heading into the Arctic. The son of this office Woodlynne men, **Abe Isenberg** and **E. L. Kapel** have recently entered the same branch of the service.

We were glad to welcome back **Carl Hartman** after a several week absence from the Naval Hospital at Philadelphia.

Another Highwayman now in the Naval Hospital is **Herbert Richter**, loaned to this office from the Projects Division. Here's wishing Bert a speedy recovery.

**M. P. McDole** is doing his bit on the wharves and docks of Philadelphia. He has a rating of CPO in the Coast Guard Auxiliary.

An interesting letter arrived the other day from **A. Reuleaux Heintze**, C.C.M.P., whose address is N.C.T.C. Station Force, Bks. 64 Quoddy Village, Maine. Heintze writes that he is building highways, writing specifications and doing his own design.

**Ray Weatherly** and **Tom Pierce** have signed up with the State Guard and report progress in their military training activities.

**Harry Marvin** is having a hard time keeping ahead of the Muller Hill crew on his farm. Last week his feathered friends carried off all the corn he had planted the previous week-end.

**Upper Montclair**  
In an effort to round out their recently completed Soils Mechanics course, **Roger Cope** and **John Lincoln** are at present attending a Soil Engineering Construction—at New York University. They feel that in this way they will acquire the laboratory background to supplement the original course.

Supervisor **Lew Klockner** brought a push-broom into the office the other day that was in rather bedraggled condition with better than half of the tufts pulled out. Written on the side was a note: "Used one day." What we are trying to find out now is whether Lew brought the broom in as proof of the poor quality of the work or as evidence of the work our fellows do with a broom in one day. If it is the latter, boy, we have some broom pushers!

It is with a feeling of pride that we learn of the rapid rise of **Charles Arr**, sailor extraordinary. Entering the navy just a short time back, this erstwhile auditor is now a 3rd class Petty Officer. Nice work—and we're sure that the up-ladder climb will continue.

The prodigal son returned! With no more fanfare than accompanied his departure, **Willis "Ozzie" Osborne** slipped behind a drawing board on June 1st and resumed his duties with the Department. Ozzie was granted a leave in September 1942 to take up civilian employment with the Signal Corps.

**Lawrence Kavanaugh** joined the ranks of benedictines recently. This venture on Larry's part merited the congratulations which were heaped upon him. The bride is the former Mildred Van der Mark of Newton to whom we extend best wishes.

**Flemington**  
We were pleasantly surprised recently by a visit from Chief Petty Officer **George Collins** of the Sea Bees who returned on furlough after two years in the South Pacific where he spent time on many of the islands.

Another serviceman to drop in was **Emile "Frenchy" Benoit** back from boot training at Camp Sams. Benoit took his training with the same battalion as did his son David last December.

Welcome back to **Bill Voorhees** after a two weeks siege of illness. While still not 100%, Bill shows daily improvement.

**Arnold Ryden** is back with us after a 17 month tour in Green land where he was employed as a government inspector on hangars, power plants, etc. He recalls the evening when taking a short cut

BRIDGE BRIEFS

A. J. Lichtenberg



**Jack Sheenan**  
Since the curtailment of bridge construction **Jack Sheenan** has been acquitting himself creditably at the Trenton plant of Eastern Aircraft, where the famous Avenger torpedo bomber is made.

**Carl T. Collins**, Carpenters Mate 2 c, also of this office sends word that he is now with the Sea Bees in New Guinea. His address is 102nd N.C.B., H.I., c/o Fleet Post Office, San Francisco, Cal.

**C.P.O. Bill Walsley** was a recent visitor. After a long sojourn in the Aleutians Bill is glad to see the New Jersey sunshine once more. His address while awaiting future assignment is: 32nd Naval Const. Bn., Camp Parks, Cal.

**Perth Amboy**  
The professional status of the Perth Amboy office was elevated recently when **M. J. Westgard** and **Peter S. Jensen** filed their application for membership in the S. J. Professional Engineers and Land Surveyors.

As a result of completing the Soils Mechanics Course, the following men have received certificates from Princeton University: **Robert Jensen**, **George Jorgensen**, **Morris Levy**, **Edward McMahon**, **William Reins**, **M. J. Westgard** and **James Feeley**.

Word has been received that **John H. Hulse** is still stationed with the Sea Bees in New Caledonia where he recently was promoted to Lieut. Commander. That makes nice reading, Johnny.

**Li. Henry B. Wothens** of this office was recently awarded the Air Medal with Oak Leaf Cluster as a result of completing 10 missions over enemy territory. Henry is a co-pilot on a Fortress and is stationed in England.

The sympathies of all were extended to **Tom and Henry Stephan** and their sister, **Alice Carrell**, upon the recent death of their father, **Edwin Stephan**, who had been in ill health for some time, was 75.

It is with a feeling of pride that we learn of the rapid rise of **Charles Arr**, sailor extraordinary. Entering the navy just a short time back, this erstwhile auditor is now a 3rd class Petty Officer. Nice work—and we're sure that the up-ladder climb will continue.

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PLANNING SURVEY

JOHN CHRISTIANO

**Ed Strack** passed around cigars on April 21st. The new arrival is a bouncing baby boy, whose name has not been divulged as we go to press.

**Miss Patania's** boy friend has a furlough from the Navy. Lillian is very happy these days.

To our new girl, **Miss Terry**, we say "Welcome." In fact, we have elected her Pin-up Girl of the department. Please to not write for a photo as Dot is faithful to the Marines.

**Johnny Annucci** and **Walter Fuchs**, our two bachelors (the lucky fellows), say they can't see why they should support some other man's daughter.

**Charles Freeman** has two sons in the service—a soldier and a goby. They were both home on furlough last week. One evening they pulled

THE HIGHWAY

ME 2 - NO. 12

TRENTON, NEW JERSEY

JULY, 1944

Tallon Pays Surprise Visit Home

**William P. Tallon**, Jr., 17th Street, Trenton, for employed in the Survey and Division in Newark, recently paid his mother with a visit, having been overseas in the Pacific area for two years. Bill was commissioned in 1942, and ordered overseas immediately. He was with the Army Unit to go to the front. It was there he received a citation for capturing a machine gun which had been in the hands of the enemy. He was rewarded with a "Battle Star" to the rank of 1st Lt. Bill, who had been in the front, was evacuated to New Jersey and later to New Zealand. Following his return to the States, he took a course in the Japanese language and later participated in the New Georgia campaign at Rendova Island, La Vella, Kolombangara, New Georgia. After many months of fighting, the Division sent on rest leave to New Zealand and returned to action again this year. In March of this year, Bill anxiously awaited the call of names from his outfit to be eligible to return home. He was the last to be drawn, and he had only a few hours to get a small amount of luggage to catch an Army Transport.

**On Furlough**  
**LT. TALLON**

Wilson Honored At Testimonial Upon Retirement

On Monday evening, June 26, the Bridge Division Club feteed **Frank Stetson Wilson** whose retirement from the Department became effective on July 1, 1944. The scene of the festivities was the Yentley Country Club outside of Trenton, and those in attendance included **Frank S. Wilson**, **Leon Chatham**, **William Clow**, **J. E. Kotler**, **R. E. Tisworth**, **R. E. Simon**, **J. F. Evans**, **J. J. Sheenan**, **R. R. Green**, **Frank Wood**, **M. Furry**, **C. H. Weller**, **A. J. Hall**, **F. H. Buch**, **Fred Dileo**, **Martha Scates**, **H. W. Giffin**, **J. E. Kersey**, **H. W. Leferson**, **W. W. Voorhees**, **W. H. Umberger**, **J. H. Patrick**, **Wilbur Spencer**, **L. C. Petersen**, **Morris Goodkind**, **George Heffernan**, **C. M. Fox**, **A. J. Lichtenberg**, **Sven Hedin** and **W. Carman Davis**. The Bridge Division Club provided as toastmaster and the principal address was given by **Morris Goodkind**, Bridge Engineer.

**Credit Union Declares Dividend**  
At a meeting of the Board of Directors on Monday, July 10th, the Highway Credit Union in the 10th month of its existence declared its first dividend. The dividend covered the period from January 1st to June 30th, 1944, at the rate of 4.8% per year based on \$5.00 shares. Any member owning at least one \$5.00 share has not yet been credited with his dividend should present his check-book to the Treasurer for cash payment.

This is evidence the Credit Union is not only performing a valuable service to its members in providing funds for loans at a low rate of interest, but is also operating on a paying basis. Starting with a mere handful, it now boasts a membership of 116, with assets of \$2,813.35. As of July 15, 56 loans to the amount of \$2,475.00 had been granted to members. Membership is open to any State Highway Department employee in Mercer County.

SPREADER IN OPERATION



This action shot portrays one of the Maintenance Division's spreaders in action placing cover on road tar along Rt. No. 43 between Magnolia and Barrington, Camden County. The men shown are members of Maintenance crews from that vicinity. The spreader from left to right—**Gus Crescenzo** of Elm, **Herman Kask**, **Egg Harbor**, and **Ralph Gerone**, also of Elm. This activity of the Maintenance Division was described more fully in the June issue of THE HIGHWAY.

THE HIGHWAY

TRENTON, NEW JERSEY

JULY, 1944

COURTESY ON THE ROAD SHOULD BE AIM OF ALL

State Highway Drivers Can Set Example for Motoring Public

The record compiled by operators of State Highway motor vehicles in driving millions of miles over New Jersey highways year after year is a record of safe driving. This is in itself a tribute to the carefulness and ability of those of our employees who have made a profession of driving.

In a nation where motor vehicles take a toll of 35,000 lives or more in a single year, a record such as that of the Highway Department assumes added importance. There can be no question but that safety must always be considered the most essential quality of a good driver. The ability to avoid accidents, prime requisite that it is, cannot be considered to be the only desirable characteristic of the man behind the wheel.

On highways as congested with traffic as those of New Jersey, courtesy driving must be considered as second only to safe driving; in many respects it is directly related to it. Courtesy driving is based primarily upon consideration of others even to the point of sacrificing certain rights which might be ours under custom and existing law.

A suggestion was recently received and accepted by the Suggestion Committee which dealt with the subject of courtesy driving by the operators of State Highway motor vehicles. The suggestion, Mr. Fred C. Claus, felt—and I am sure we are all in agreement—that no single group is in a better position to set an example of courtesy for others to follow than our own drivers. Among the points set down in this suggestion were the following:

1. Concede the right-of-way at all times.
2. Use fast lane only for the purpose for which it is intended, but do not exceed the recognized speed limit in so doing.
3. Never disregard traffic signals or anticipate change of color.
4. Exercise extreme caution when in the vicinity of a school or at loading and unloading points of school buses and common carriers.
5. Always give pedestrians the right-of-way. Never block the pedestrians' cross-walks at intersections where it is necessary to come to a full stop.
6. Use hand signals freely as an example to other motorists.
7. Where possible, render aid to motorists having mechanical difficulties.
8. Be willing at all times to give such information or directions as you are capable of doing.
9. Use horn judiciously, but never to hurry the motorist ahead of you.
10. Remember that your official license gives you no special privileges, but, on the contrary, obligates you to more rigidly observe the rules of the road than the average motorist.

As official representatives of one of the great departments of our State government, operators of Highway motor vehicles have a definite obligation to the motoring public; they are "ambassadors" of either good or bad will. The public bases many of its opinions about public service upon its contact with Highway employees. Let us see that through these contacts the citizens of New Jersey think well of the State Highway Department.

**SPENCER MILLER, JR.**  
State Highway Commissioner.

Son Killed in Action

It was with regret that we learned recently of the death of **Cpl. Chester Dickinson**, son of George Dickinson, of Goshen, who is a member of Forman Ralph Evans' maintenance forces. According to word received by his parents, Corporal Dickinson was killed in Italy. He had been in the Army two years and had been overseas one year. Before entering the service he was captain of a party fishing boat at Reed's Beach. On behalf of all the employees of the State may we extend to Mr. and Mrs. Dickinson our deepest sympathy, and with them take pride in the supreme sacrifice which this young man has made for his country.

Bernard I. Moran

With the passing of **Bernard I. Moran** on May 27th the Projects Division lost another of its veteran inspectors. Moran died suddenly of a heart attack at the age of sixty-two.

He was a Highway Inspector and one of our most faithful and loyal employees. He first came with the Projects Division in August 1931 and with the exception of a month in 1942 when he was transferred to the Construction Division he has been with us ever since.

His home was at 400 Sloan Avenue, Collingswood, and he is survived by his wife to whom we extend our sincere sympathy.

Maintenance Men Get Purple Heart

Two members of the Maintenance Division were recently awarded the Purple Heart as a result of wounds received in World War No. 1 fighting.

The recipients of these awards were Foreman **John B. Fulton** of Trenton, and Robert Stephens, also of Trenton, a member of the Maintenance crew of Foreman Earl Bucklow.

Fulton, who saw extensive action in France during the last war, was gassed and wounded at Chateau-Thierry on July 18, 1918, while serving as a member of Company A, 6th U. S. Engineers, 3rd Division. He has been a Highwayman for 9 years. Stephens was wounded at Chantigny while facing the enemy with Company G, 16th Infantry, 1st U. S. Division. Bill hears scars of three other major engagements as reminders of his action in France.

The awards were bestowed upon these Highwaymen by their fellow worker, **Frederick J. Baker**, Sr. Vice Commander of Trenton Chapter 1776, Military Order of the Purple Heart, who himself was wounded and gassed in World War No. 1 while serving with the 1st U. S. American Division at Chantigny.

Baker, who was one of the organizers of Trenton Chapter 1776, is anxious to contact wounded veterans of World War No. 1 who have not received the Purple Heart and who reside in Mercer County.

The Order of the Purple Heart is the oldest U. S. military decoration, having first been awarded in August 1782 by General George Washington at Newburgh, New York.

Highway Surveys For Milkweed

The W. P. B. recently requested the Commodity Credit Corporation of the War Food Administration to collect at least 1,500,000 pounds of milkweed floss in 1944 to meet urgent war needs. This material is a substitute for silk formerly imported from the Dutch East Indies and essential as buoyant material in life jackets. Time does not permit developing the plant as a crop and the needs must be obtained from wild plants.

Recognizing that Highway rights-of-way constitute one of the large areas of potential milkweed production, the Commodity Credit Corporation has requested and received the cooperation of the Highway Department in locating and preserving areas along the highway right-of-way where milkweed growth is concentrated. A survey has been made by field men of both the Maintenance and Projects Divisions and steps have been taken to refrain from mowing in areas where milkweed is concentrated.

Milkweed pods mature in early September and collection activities will be initiated through schools, War Boards, Federal and State Agricultural Agencies, 4-H Clubs, Boy Scouts, Girl Scouts, Red Cross and others.

This issue of THE HIGHWAY, which incidentally is the 24th to go to press, is being edited by Gene Becker who customarily writes Maintenance Notes.

Gene's cooperation is greatly appreciated, for he has saved your Editor to enjoy a long delayed vacation. I am sure you will like the job he does.

**W. Carman Davis**



Contributing Editors		
Joseph A. Covatta	Michael B. Evans	Arthur E. Hays
James H. Madsen	Anthony J. L. Gormley	James O. Rourke
Alvin H. F. Wachs	W. Ferguson Buchanan	Carole L. Tannen
Richard E. Wright	Edward Drake	James C. Whitely

Postmaster: Office 148 West State Street, Trenton, N. J.  
 Telephone: TR 2-2131. Extension 573.

These are trying days for all of us. First of all the and our personal interest in relatives and friends who active participants. Most of us are working hard under extraordinary pressure. Hot weather doesn't help. Heat help the poor fellow who doesn't use his sense of humor. Look for the lighter side of anything that's about to get down. It will make you a happier person and, believe me, not a better employee. It will even help you in the face the high income taxes. Suppose we had to pay tax on what we think we're worth!

Have you an idea with reference to roadside improvement? As you know, a comprehensive program has underway for some months to bring about an improvement in the appearance of our roadsides. Much progress has been made but we are certain that every angle to bring about this much desired improvement has not been covered. It is a little thought and let the Suggestion Committee consider your ideas on the subject.



In letters to Sam Bullock, Paul Seifrin, Bill Goodwin, and Paul Surry, the Plans Committee says, "I'm still busy surveying seven days a week learning sorts of new wrinkles in the game. . . . There is a lot of time between surveying back and surveying under pressure, as is the case here. Offense is the right idea in the middle of an important survey when Jerry spots us and lay down a barrage. When it gets too hot, usually call it quits for the day, take off for the portable home that are set up 200 yards behind the line. . . . Imagine the distance in a hard Jeep (no top, no windshield, nothing) just to take a hot survey. Well, its either this or us."

(629 Q. M. Rd., Co.). In a recent letter to Fred Price, one of his former co-workers, he described the present day as "a beautiful present." He was an old Army Post of 75 years standing." Warren, who has been in the service 17 months, is a subject of special pride. He left behind him a widowed mother and inasmuch as he was her main support, his induction was no small sacrifice. It was explained Warren's letter, we liked particularly his reference to Kate Smith's "If you don't want' your're Wrong". Please remember.

**George Visokay**, better known as Saceo, up Fernwood way, whose Saceo up Fernwood way, whose THE HIGHWAY, writes from

Wonder if the boys in the CAC relates in his Story Column about the com WAC who was walking dusty road when the very merry lady had the opportunity Not a soul was On impulse she took clothes and had a fine sun bath in the trees. I saw an o-sighed with relief when last button closed before tattered the grade. No matter how far her wheels to the edge of wheeled about, and battle outflage battalion, tent ward march. The lake marched off.

...need vacations . . . Mr.  
Harry Geller have re-  
sisting their son in  
from the girls in Gen-  
office and Bill Wildbore  
to hear a suggestion that  
they pick its Pin Up Co.  
things—a Pin Up E

**Quotation for**

**The World's N**

So many gods, so many  
So many paths  
and wind,  
While just the a  
kind  
I all the sad world

**Ella Wheeler**

After traveling all State of California for approximately 25 years with trucks of the A. C. Mack, Riker and Nash Quad calibre, Ray Tantom, better known as "Red," and his able assistant, Voorhes Breece, known as "Fats," are like kids with a new toy, recently the Department secured for their use a brand new 1964 Mack Truck Model L J.-T-15 ton Mack truck equipped with all the modern devices. It will be used in moving equipment such as concrete mixers, rollers, road graders, etc., to and from the State.

This is but one more move on the part of the Equipment Division which has made it its mission to have its fleet tickle the nose of the most modern in this part of the country.

The Social and Welfare Committee of the Equipment Division held an outing at Kuse August 19th, at which time prizes for winners were distributed. The prizes for the holders of tickets:

Chairman Geo. Smith was working on committee are working on committees know it will be and they invitation to all Highway friends to come enjoy a pleasant day with lots of eats and raffle prizes.

Council No. 5 of the Jersey Civil Service Association will hold a convention in Trenton on August 12, with delegates from their councils.

We wish to welcome the attendees recently assigned to the following offices: **James Gately**—Manasquan River; **Evans**—Alloway Creek; **Elwell**—Rt. 44 Bridge.

The deepest sympathy Division is extended to **Charles Bridge** and family upon the recent passing of his mother.

The Social and Welfare  
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Chairman Geo. Smith  
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to make this outing the s  
know it will be and they  
invitation to all Highwa  
their friends to come ou  
joy a pleasant day with  
low workers.

Lots of eats and ref  
and no ration points nee

After traveling all over the State of New Jersey for approximately 25 years, with trips to the States of New York, New Hampshire, Riker and Nash Quad Calibre, **Rat Tatum**, known as "Red," and his able assistant, **Vonnie Breese**, better known as "Fats," are like kids with a new toy, for recently the Department secured for their use a **Model L. J. T.-15** ton capacity and equipped with all the modern devices. It can be used in moving heavy material such as concrete mixers, rollers, road graders, etc., to all parts of the State.

This is but only one move on the part of the Equipment Division to have its fleet listed as one of the most modern in this part of the country.

While working in the southern portion of the State recently, **Wyckoff**, Equipment Operator, noticed a flock of goats grazing in a field nearby. Deciding to take home, Jake entered into a long bargaining harangue with the owner and finally settled on a price. He then drove home with the goats. O.P.A. Proudly leading his expensive purchase to his home, Wyckoff finally induced the animal to eat and locked the door.

Going around to the other side of the house, Jake made the attempt of many attempts to enter the drive home. Each time he got between the goats and the door, they would have him. The matter, he had his own ideas



## Maintenance Notes

GENE BECKNER

Most recent of this Division's men in the service to return to duty in **Erwin Hartman**, of Somerville. Erwin returned to his work in the crew of Foreman **N. J. Pendergast** on June 30th after two years' service in the Army. It is a pleasure to welcome him back.

A big beer truck collided with one of our Department Chevrolet trucks up on Route No. 29 near Flemington recently, and the three employees who were riding in the Chevrolet truck—**Earl Kise**, **Abe O'Hara** and **Harold Whitehead**—were injured. Earl and Abe were severely hurt and have been hospitalized. Harold got off easier, suffering only minor lacerations. We are glad to report that both of the men who were more seriously hurt are progressing nicely.

**Edgar Bisler**, of Foreman **August Newman's** maintenance crew, was delegate to the 26th Annual Encampment of the N. J. Veterans of Foreign Wars held June 22 to 25 at Ashbury Park, representing Betsytown Post No. 1862 of Elizabeth. Another convention at Foreman was **John Kahrmann's**, of **Art Marshall's** landscape crew, who was a delegate to the convention of Disabled American Veterans held at Long Branch on June 23.

**Clarence Hickman**, of **Louis Sabatini's** Institutional Road Gang, has been forced to take a leave of absence on account of illness. We hope that his rest will put him in shape to return to work promptly.

Our sympathy is extended to **Raymond Brink**, of Frenchtown, whose wife, **Sophia**, died on Thursday, June 20th, after a long illness.

**Sgt. Albert R. Bein**, formerly Acting Assistant Foreman in **Howard Sweet's** landscape crew and at present with a bombing squad somewhere in England, announces the birth of a son, **Albert W. Bein**, born June 11th. Congratulations, Sgt. and Mrs. Bein.

Supervisor **Jack Carr** is still trying to fathom the ladies. Imagine this observation at his age—First she wanted sheer stockings to look like bare legs. Now that she has bare legs, she uses make-up to make them look like stockings.

**Joe Richmond**, a member of **Ernie Youman's** maintenance crew, who was painfully injured in an auto accident which occurred while away from the job, is expected to return to work soon.

1st Lt. **Robert H. Magill, Jr.**, son of **Bob Magill**, mower operator in the Bergen County landscape crew, has been piloting a B-17 Flying Fortress over occupied Europe from England. He has made 22 missions, five of which were over Berlin and one a shuttle trip from England to Russia over Germany. He is the proud possessor of the air medal with three oak leaf clusters and has been personally cited by Major General **Jimmie Doolittle**. Bob is justly proud of the enviable record which his son has made.

One of the discoveries to come out of the war is a process for treating cloth that will make a man's suit wear twice as long. **Earl Storer** says that marriage already does that!

After months of waiting **Tony Kuhn** has finally received word of the safe arrival in the New Guinea area of his son, **Bill**. Bill writes that they are now enjoying their winter season down there with temperatures only around 90 degrees.

May we take this opportunity to extend our sincere sympathy to **Frank Peoples**, a member of **Joe Vizzini's** Institutional Road Crew, whose brother, **Donald**, was reported killed in action on the Italian front recently.

As this is written concrete evidence comes to me that it is really hot. **Alex. Muir** has his coat off!

## THE HIGHWAY

### Meet the Gang



We present above **Dan Marinaro's** Institutional Road Crew. This crew operates from the Morristown State Hospital and looks after road maintenance at various institutions in that area. They also form an indispensable part of the Maintenance Division's snow removal forces. Reading from the left the men standing are: **Vincent Sandelli**, **Anthony Parmigiani**, **Arthur Massi**, **Frank Diehl**, **Wesley Minner**, **Joseph Arkio**, **Nazarene D. Stefani**, **Albert Baldinotti**, the two men seated in front are **Anthony Antonaccio** and **Gus Trullo**.

The Foreman, **Dan Marinaro**, is missing. He must have taken the picture, but we can refer you to an earlier issue wherein **Dan** is shown in his Navy uniform. A veteran of the first world war, he again enlisted in the current foray and received his honorable discharge from the service late last year.

## PLANNING SURVEY

JOHN CHRISTIANO

First, we wish to publicly thank the Governor for the extra holiday on May 29th, and while we're in a grateful mood, let's thank the Custodian for treating us to hot water and paper towels all in one day! To be specific, it was May 29th. Keep up the good work, Jack. We like it.

We all wish **Ed Strack** lots of luck in his new home. Ed says he is going to serve hassenfeffer and beer at the house warming. We won't let you down, Ed. We'll all be there.

**Mr. J. A. Delgado** repaired our pencil pointer, thereby saving the State the price of a new one. Nice work, Del.

We all hope **Mr. Johannessen** enjoyed his vacation. We understand he spent two weeks on the Metedeconk River.

**Mrs. Helen Tallon** of the Trenton Office paid us a business call last week. **Mr. Delgado**, formerly of the Trenton Office, thought it was old home week. Drop in more often, Mrs. Tallon.

We're very glad to know that **Miss Becker's** ankle, sprained while nighting from a train in Paterson, is well again.

**Miss Franke**, who was ill last week, came back looking like a million dollars. This writer stays out two days and comes back looking like "The Wreck of the Hesperus."

To Engineer in Charge, **Vincent C. Gerberich**, we say congratulations on the new title.

We introduce **Joe Natale**, the fashion plate of the Department. That cerise and French blue ensemble sure is a honey, Joe.

**Lillian Patania**, our Key Punch Operator, besides being blessed with good looks, is also gifted as a poetess. Later, maybe we shall submit a photo.

## BRIDGE BRIEFS

A. J. LICHTENBERG

**Paul Gabrenas** still busy with the allocation of materials for the Army Service Forces, but hopeful of leaving Cincinnati for Trenton about Oct. 1st. . . **Arthur H. Steiner** helping to build the Teelin River Bridge on the Alaska Highway while 60° of water rages through. . . **Patsy**, the 13 yr. old daughter of **Charles Fox**, recovering nicely from a compound fracture of the left arm. . . **Cigars** and candy on June 30th heralded the arrival of **Chester Smith's** first grandchild, daughter of **Mrs. Marjorie Everett**. The youngster has been named **Catherine Claudia**.

**Al Herzon** looking better and headed for a summer home, building at Manasquan. . . **R. B.**

## REAL ESTATE REPORTS

ED DRAKE

**Vince Rebbeck** recently had the pleasure of witnessing the graduation of his daughter, **Barbara**, from Junior High School, and his son, **Richard**, from elementary school.

**Russ Johnson's** son, **Bill**, after graduating from the Hightstown High School, enlisted in the navy. Bill passed his physical, has been sworn in, and is now awaiting to be called.

**Frank Skillman's** daughter, **Joyce**, who graduated from High School this year, has been entered in Western Maryland Methodist College.

Do you remember when the personnel of the Title Bureau consisted of four members, **Fred Vollmer**, Title Officer, **John Trainor**, Secretary, **Luke McKenny**, Title Searcher, and **Ed Drake**, Asst. Secretary and Asst. Title Searcher? That was twenty years ago.

## PROJECTS PARAGRAPHS

E. L. MEYER



## FORSTER AWARDS PURPLE HEART

A recent letter from Commanding Officer **Guido** contained some mighty interesting snapshots and about half a dozen types of paper money from New Caledonia.

**Guido** is located there as Commanding Officer of Navy Advanced Base No. 131. The place is quite French and somewhat primitive, but they get along quite well. When the occasional transports put in and leave them food they celebrate with a steak or turkey dinner. It's winter there now and the climate is ideal, the temperature ranging from the 50's to the 70's, but before long **Guido** expects to go farther south on a tour of duty to Dunedin, N. Z., where overcoats are in order.

**John Schwartzwalder** of the Motor Vehicle Department is also there, and since he formerly worked for the Highway Department **Guido** gets a kick out of talking to him about the folks here in the Department.

**Guido's** new address is: Commanding Officer, C. O. Navy, A. B. No. 131, c/o F. P. O., San Francisco, Cal.

A seven pound, ten ounce son was recently born to the **James Hardings**. Jim is the Projects Engineer for our northern counties of Sussex, Passaic and Bergen. He says mother and son are doing fine.

Incidentally, Jim's new home is at 137 Van Avenue, Pompton Lakes, N. J.

**Mr. Frank E. Harris**, Assistant Supervisor of State Aid Projects, announces a new granddaughter, born to his youngest daughter, **Virginia**, on Saturday, July 8th. The baby's father is overseas.

The death of **Jack Frascella's** father came just three weeks after Jack lost his wife.

His father, **Dito Frascella**, was in his seventy-third year and had been seriously ill for several months. He died on May 31st. We sincerely hope that Jack's troubles are finally over.

**Mr. Frank Hulfish**, of our auditing staff, spent part of his vacation attending the Odd Fellows Convention at Atlantic City. Judge

## Add Tall Stories

The following letter was written by **David Rogers** of **St. David's** is an oldtimer in **Laurel**. **Ely's** maintenance crew was out on an interesting angle in fishing.

"Dear Sir—  
We get THE HIGHWAY time it comes out and read anything about us old chaps as up in northern New Jersey that the trout season is open. I thought that some of the boys around the salt water would hear some fish stories.

"We have a lot of old trout trout in Lake Musconetcong about 1/2 a mile up in the wild strawberry patch. I have to do to get your fast gun is to get about half way to the fish and the patch and go hand a tree. When the trout is up for some strawberries out and hit them with a club. Yours truly,

**David Rogers**  
Down Barnegat Bay think of one?

## Your M. C. presents—

## THE LADIES... Bless Them

Your "M. C." feels decidedly vacation minded! The ideal weather we've been having is conducive to thoughts of riding along mossy trails in the early morning; basking in a golden glow on white sand; tall, cooling drinks; moonlight canoeing. . . and thoughts of vacations.

While **Peg Anderson** was vacationing at Seaside, **Pauline Weiland**, **Ruth Barbour**, **Vincent O'Hara** and **Helen Tallon** found the time (and a very nice time it was) to visit her there. Peg has since returned from a month's rest, tanned and glowing with good health.

"Down by the Sea" seems to have become the favorite resort to escape the heat and acquire a tan. **Evelyn Males** and **Helen Dabrowski** selected the beach at Wildwood. **Mabel Beane** is enjoying a week at Stone Harbor. **Marilyn Siddall**, **Betty Coons** and **Mary Cunningham** are also on the "vacationing" list.

**Florence Millerick** is spending her hours in the sun at Seaside. It's really a well deserved rest. **Flo**. Her father's recent illness kept her quite busy. We're more than happy to hear that he is doing well now.

In honor of their birthdays, **Mary Evelyn Males** and **Mabel Beane** were entertained recently at **Weymann's**. **Kathryn I. Laughry**, **Lorraine Birch**, **Catherine Applegate**, **Betty Lovie** and **Helen Tallon** acted as hostesses at the dinner, and the girls were presented with lovely gifts.

**Ruthie Moran** and her husband celebrated their first wedding anniversary recently. They attended the play "There's Always Juliet" at the Bellevue Stratford Playhouse in Philadelphia.

We are glad to welcome two new Assistants assigned to the Laboratory, **Mary Ryan**, daughter of **Joe Ryan**, also of the Laboratory, and **Helen Serivener**. It is believed the presence of women will be a good influence on the boys.

Another newcomer to our midst, **Eileen Logan**, assigned to the Administration Division, is very welcome.

**Helen Tallon**, on official business in the State-Wide Highway Planning Office, was entertained at luncheon in Newark by **Margaret Hennessey** and **Mary Chamberlain**. Mary and Margaret send their regards and best wishes to all their friends in Trenton.

"Bye now,"  
ing from the several stables at briefs loaded with clothing, typed notes that Frank took along with him, he must have been pleased.

**Mr. Reed** is back in the office again after having spent a week at home resting in compliance with his doctor's orders.



## D. F. C. AWARDED TO WORTHEN



A Highway Serviceman, 1st Lt. **Henry B. Worthen** receives his Distinguished Flying Cross from his Flying Fortress group commander, at an Eighth A. F. bomber station in England. This decoration which was awarded for "extraordinary achievement" in aerial combat, followed the previous awarding of the Air Medal with three Oak Clusters.

## Events Move Fast For. Lieut. Worthen

## Returning Flyer Honored for Outstanding Feats

If you want to know how it feels to have things happen fast, sit down and have a chat with 1st Lt. **Henry B. Worthen** of the S. Air Force, a former member of the Perth Amboy office of Survey and Plans.

**Worthen** returned to this country after participating in 30 missions in a B-17 Flying Fortress over Europe to find that he was the father of a son born on June 28th, a date which also happens to be his wife's birthday.

As if this were not enough to set this young flyer's head spinning, add to it the fact that just prior to embarking for his stay in this country **Henry** had been awarded the Distinguished Flying Cross. He also holds the Air Medal with three Oak Clusters. In fact, he is excited was **Worthen** upon receiving news on his son's birth that he completely forgot to mention the honor as he talked with his wife by phone the night of his arrival, one year to the day after he had received his wings.

Modest to a fault, this Highwayman practically refused to talk about himself. He did mention the time when one engine of his Fortress was knocked out by accident and seemed especially thankful that none of his crew had suffered any injuries. He spoke with pride of the "yellow nose" (Polke-Wulf) one of his gunners had shot down.

As a member of the D-Day invasion, Lt. **Worthen** saw little of the ground or water below due to heavy weather. This was no hardship on either **Henry** or his crew (Continued on Page 2)

## LOUIS BOLAND

**Louis Boland**, Bridge Attendant at the Little Ferry Bridge, died at the Englewood Hospital on July 28th, following a heart attack. He resided at 243 Hoyme Street, Fort Lee.

A public spirited citizen, **Mr. Boland** was a member and officer of the Volunteer Fire Department, Secretary of the Parent-Teachers Assoc., was active in fraternal organizations and had served as County Committeeman for many years.

He is survived by his widow, **Mabel Boland**; a daughter, **Lt. Mabel Boland**, now stationed in England with the Army Nurses Corps; a son, **Arthur**, two brothers and two sisters.

THE HIGHWAY wishes to extend to these survivors the sympathy of employees everywhere in the loss of a valuable employee.

## Lt. Harris Killed on Bombing Mission Over Germany

First Lieutenant **Earl B. Harris**, son of **Frank E. Harris**, Assistant Engineer of State Aid Projects, has been reported killed over Germany following a bombing mission on July 20. Word was received to this effect by his wife, **Mrs. Helen M. Harris**, 4000 Old Princeton Pike.



EARL B. HARRIS

Lt. **Harris**, who was a navigator on a B-24 Liberator, had made more than 28 flights over enemy territory from the Italian base where he was stationed. He had received his commission as first lieutenant shortly before his last mission.

Lt. **Harris**, who had been employed by the Electrical Division until shortly before his enlistment in 1942, was commissioned as a cadet rating of captain.

Besides his wife and parents, Lt. **Harris** is survived by three children, **Constance B. Ronald B.** and **Frank Earl**, who will be 2 this month. Also surviving are two sisters, **Mrs. Elmer Smith** and **Mrs. Virginia Moss**.

## Quotation for August

"Use what talents you possess: The woods would be very silent if no birds sang except those who sang the best."

# THE HIGHWAY

TRENTON, NEW JERSEY

AUGUST, 1944

## OUR IN-SERVICE TRAINING PROGRAM

### Additional Courses Will Be Offered to Highway Engineers

A year ago through the cooperation of the Engineering, Science and Management War Training Program of the United States Office of Education, a course of twelve lectures on **SOIL MECHANICS applied to Airport and Highway Engineering** was offered to the members of the Engineering Staff of the State Highway Department by members of the Faculty of the Princeton University School of Engineering. This course of lectures, which was inaugurated at Trenton, was repeated during the Winter and Spring in Newark and Camden for the staffs in those two areas. In all, approximately two hundred engineers were registered for this course. The subject matter of these lectures proved of unusual value; it demonstrated conclusively the value of an In-Service Program for the Highway Engineers.

Last month, **Mr. Gilmore Clark**, Consultant to the Department and one of the foremost authorities in the country on parkways, delivered two lectures to the Engineering Staffs of Trenton and Newark on the principles of parkway design. Copies of his informative lecture have been mimeographed and circulated for permanent reference by the Staff. As a result of the interest expressed in the earlier course and in these lectures, others are being planned for a later date.

The Princeton University Engineering School has agreed to present a course on the American Society of Testing Materials testing methods similar to the one offered to Engineers in Illinois by the Illinois Institute of Technology. This new course will be open to the Engineers of the State Highway Department and other Engineers in the Trenton area engaged in war work. It is hoped that the members of the Department will avail themselves of this latest offering on a subject of increasing importance.

This entire program of "In-Service Training" which has been sponsored by the Department during the last year should serve a three-fold purpose, first, by vitalizing actual practice with theory tested by research; second, by improving the technical skills of the Highway Engineers; and third, preparing the Staff for larger engineering tasks in the postwar area.

While the present is one of relative inactivity for the State Highway Department so far as actual construction is concerned, it can and should be a time of more intensive technical preparation for the days ahead. Upon the Department and its Staff will depend the preparation and execution of much of the public works activity in the postwar era. Toward that end the Department is now completing a substantial amount of plans; it is now at work on no less than \$65,000,000 worth of postwar projects.

We will do well to remember that when the men in the Armed Services return from overseas, their experience and mood will be one of impatience with delays and red tape and a preference for action which is planned and executed with the minimum of delay. It is well for us to get in step now with that new mood!

SPENCER MILLER, Jr.,  
State Highway Commissioner.

## Off-Time Hours Are Exciting For Policeman Clifford Hulse

**Clifford Hulse**, Merchantville Garage mechanic as well as a volunteer member of the Allentown police force, had an exciting evening on August 14th.

Upon returning from his daily chores at Merchantville on the day in question, he was immediately assigned to track down a suspicious character who had been terrorizing members of his home community. No sooner was this mission successfully completed than **Cliff** was sent on the trail of an escaped convict from the Bordentown Prison

Farm. Good detective that he is, it was no time until he was on the man's trail.

He caught up with the convict on the Yardville-Allentown road and after searching him placed the man in the police car and returned him to the prison farm from which he had escaped earlier in the day.

You can readily imagine the high repute in which **Hulse** is held by the residents of Allentown. He must give them the same kind of service he renders to the State Highway Department.

### Pvt. V. C. Rogacki Killed in Action

#### Maintenance Man Victim of Invasion

During the fourth day of the Allied invasion of Normandy, Private **Vincent C. Rogacki**, 32, of 768 Second St., Trenton, and a member of the institutional road gang of Foreman **Joseph Vizzini**, was killed in action with his infantry unit.

Notification of the death of this Highwayman was received recently by his parents, **Mr. and Mrs. Adam Rogacki**. Details were not given.



VINCENT ROGACKI

Private **Rogacki** had been in the service for more than two years. He received his training in South Carolina and at other military centers prior to embarking for England in January 1943. During the seventeen months between that time and D-Day his unit practiced invasion tactics.

The death of **Rogacki** is the first recorded among Highway servicemen as the result of actual combat and comes as a shock to his scores of friends in the Department. Besides his parents, Private **Rogacki** is survived by four sisters, **Mrs. Bertha Korn**, **Mrs. Jennie Ostrowski**, **Mrs. Nellie Borowsky** and **Miss Helen Rogacki**, and a brother, **John**. To them THE HIGHWAY extends on behalf of Highway employees everywhere sincerest sympathies.

### Sgt. Fred Natoli Nazi Prisoner

In a message sent to her by the War Department, **Mrs. Fred Natoli** was informed that her husband, a member of the late **William Hagin's** maintenance crew, was a German prisoner of war.

**Natoli**, an aerial gunner of a B-24 Liberator, had been reported missing following a bombing mission over Hungary on April 23, 1944. The Sergeant entered the service two years ago and trained at Topeka, Kans., Denver, Colo., and Wendover Field, Utah. It was while stationed at Denver that **Fred** married the former **Rosemarie Ties** in January, 1943.

**Natoli**, who resides at 128 67th St. in West New York, entered the employ of the Highway Department in 1940 and as far as has been reported is the first Highwayman imprisoned by the Germans.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees

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### The Highway is Two Years Old

This issue marks the start of a new year for THE HIGHWAY. In short we are two years old, and, incidentally, the oldest employee paper published by any highway department in this country. During the comparatively short time that has elapsed since the first issue came off the press, it has been our privilege to serve in one of the most turbulent periods of world history.

Young as it is, THE HIGHWAY has seen great changes wrought in world events. When Vol. 1, No. 1 first appeared, the United Nations were fighting a defensive war, their backs literally against the wall. The Japs were advancing on Port Moresby in their drive against Australia; Tobruk had fallen as Rommel pushed on toward Cairo, and the armies of Russia were reeling back toward Stalingrad.

At that time 184 Highway employees were already in the Armed Forces while others were leaving our midst daily to join the colors. This gradual exodus added names to our Honor Roll until today the total has reached 429. All during this period THE HIGHWAY has found its way to these men in every corner of the earth, bringing to them news of their Department and friends, little intimate items so eagerly sought by those away from home. Through their mail and by way of all too infrequent visits, it has been the privilege of your paper to print the stories of many of these servicemen, and through their words to relieve many of the more momentous battles of the war.

As we look forward to our third year, it is with an optimism undreamed of but two scant years ago. With Italy already out of the war, with Germany and Japan facing defeat in the predictable future, we already are anticipating the post-war world. Needed highway construction, long overdue, is ready to take its place in supplying employment for returning servicemen. Plans are underway, or already have been completed, to modernize New Jersey's system of traffic arteries.

As the picture changes, THE HIGHWAY anticipates performing an even more useful service to the Department and its employees. With the resumption of construction activities, its function of binding together a far-flung organization, of presenting subjects of Department policy to all Highwaymen, of tying the entire personnel together in matters of common concern, will assume added importance. Coordination and cooperation will continue to be our watchword.

On the occasion of our birthday, your staff would like to say that they deeply appreciate the whole-hearted manner in which Highwaymen everywhere have aided in supplying news, ideas and suggestions for the paper. Without this enthusiastic cooperation, the job would have been much more difficult. They further appreciate the many nice things you have said about THE HIGHWAY, and would like to feel that, if correctly interpreted, they would add up to — HAPPY BIRTHDAY.

### Lt. Worthen

(Continued from Page 1)

for he has a wholesome respect for the accuracy of enemy anti-aircraft fire. As if to prove his point, he described his Fortress, the "Joisey Joik," as looking like an over-patched inner tube. Many things that filled the flying hours of this co-pilot must remain untold until after the war, but he did mention the accuracy of American bombing and in particular the occasion when their objective was a large bridge. Precise was the aim of the bombardier on the target that when they released their stick of bombs, the first shattered the bridge abutment and the others destroyed the bridge as they fell along the deck. On other occasions oil refineries and similar military objectives were destroyed with similar accuracy, the resulting fires in many instances being beyond description. Flying Tension Increases There is apparently no such thing as getting accustomed to a

bombing mission. One gathers that after 20 or 25 missions, instead of taking them in stride, the tension increases and each subsequent mission gets to a gher. Recurring visions of the fate of less fortunate fliers, full knowledge of the laws of average, and many little superstitions all contribute to the growing mental hazards. The last few missions are the ones which are a mixture of hope and dread, the ones which try the fliers' hearts most. Lt. Worthen is the son of Mrs. E. T. Osborn, wife of "Jerry" Osborn, Grade Crossing Engineer for the Highway Department. He has been in the Air Force since his enlistment as an aviation cadet in June, 1942. Prior to that he had taken civilian pilot training at the Asbury Park Airport. A graduate of Asbury Park High School, Henry who came to the Highway Department in January, 1938, and was married in 1941, took advanced training at a west coast air field and piloted his Flying Fortress across the Atlantic last winter.

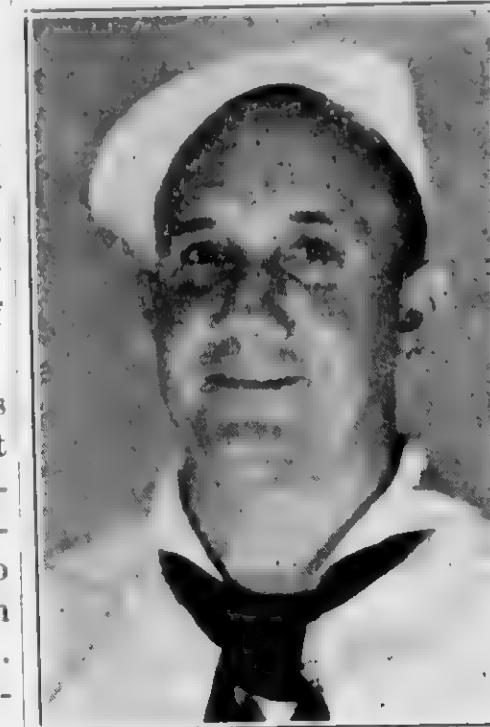
### Highway Honor Roll



### News from Our Men In the Service

Cpl. Wm. J. Elwell 32242294, Hq. Co. Hdq. Comm. ETOUSA A. P. O. 887, U. S. Army, sends a postal of a bombed-out portion of London and writes: "I don't seem to be on your mailing list but my good friend W. L. Dilks (Maintenance Foreman) sees it that I get a copy and I enjoy it very much. You have no idea how much it means to open a copy and see a familiar face or read about someone you know."

Elwell is a Maintenance Patrolman who worked under Foreman Dilks in South Jersey prior to entering the service. In the future his copies of THE HIGHWAY will be sent direct.



RAYMOND SWEENEY

A veteran of two wars, 1st Class Gunner's Mate Raymond Sweeney is back from many a war crossing of the Atlantic and a part in the D-Day invasion. Ray, who worked for both the Electrical and Administration Divisions prior to joining the Navy, is stationed at the Brooklyn Navy Yard while his ship, a destroyer escort, is being recon-ditioned for South Pacific service. On their last crossing they trailed a U-boat for six hours before finally blowing it to pieces in the bottom of the Atlantic. Floating debris and oil slick gave mute testimony to the accuracy with which they dropped their depth charges. At present Sweeney is enjoying brief leave, after which he will rejoin his shipmates and start after the Japs. He feels that they have about finished the U-boats.

CPO William Walsley who has been in the dreary Aleutians since early in the war writes that he has received his first copy of THE HIGHWAY since arriving there. "Thanks a lot. Being the July issue it showed Major Higgins and the Highway boys having their reunion. Having spent 17 months there I can assure you it is not as pleasant as the picture shows."

Bill's complete address is:

Wm. Walsley CCM  
C. D. 2415  
Camp Parks, Shoemaker, Calif.

### Appreciates the Ladies

James D'Amato, MM 24, finds time during the Super Pacific fighting to write a letter of appreciation to the ladies. "I got THE HIGHWAY regularly and thanks to all who make it possible."

James D'Amato MM 24, 1009-D U. S. Navy A-4, c/o Fleet Post Office, San Francisco, Cal.

W.C. hot that D'Amato would appreciate a letter from the home front.

### Returns from Africa



LT. D. R. LAWSHE

Lt. David R. Lawshe of the SeaBees recently spent a ten-day leave in Trenton after being returned from Oran where he was hospitalized. During his stay in Trenton, Dave paid several visits to the Highway Department offices to catch up on a lot of much needed rest. At the expiration of his leave, Lt. Lawshe returned to Camp Peary, Va., to await further orders.

Capt. Virgil E. Williams, a veteran Bridge Inspector before enlisting in the Army, writes an interesting letter from what we guess to be England or France. "Duke," as Williams was known to his associates, says in part: "Your ever welcome paper arrived today and I was interested to find among the highlights a picture of the field men of the Newark office, having worked with most of them before and after joining the Bridge Division, especially 'Kingfish' Brower."

"Lt. Pach (Maintenance Div.) and I must have by-passed each other over here, our work and travels being similar. In fact I talked with a Lieutenant from the 358th about a week ago and it might have been him. Life is like that."

"I have made bricklayers out of lawyers, cooks out of bartenders, concrete finishers out of clerks, and have a driver who owns oil fields in Texas. In fact I have taught a lot of men to do many things I didn't know much about myself, but this is the army mister where you do this or that thing first and the impossible things take but little longer."

"Thanks again for THE HIGHWAY and give my regards to everyone, especially in the Bridge Division... and please note change of address."

How about a letter to "Duke" addressed as follows:

Capt. V. E. Williams, C. E.  
0922037  
368 Engr. (G.S.) Regt. Co. F.  
A.P.O. 350, New York, N. Y.

### Pays the Bills



M. B. MCCROSSON

Maurice B. McCrosson, St. Keeper 2nd Class, formerly of Title Bureau, was a recent around the Highway offices. McCrosson, who was married during two years service with the Navy, has charge of the payment of bills for the Naval Front Base, Tompkinsville, Staten Island. During the time Mac has been stationed there he has had the opportunity of boarding various naval craft, including submarines, destroyers, flat tops and a number of American and foreign registered. A letter will reach McCrosson, addressed to U. S. Naval Front Base, Tompkinsville, Staten Island, N. Y.

### RETURN OF FIGHTING SONS MAKES TOM BROWN HAPPY

Tom Brown of Fernwood is a proud and happy man. On a recent vacation Tom was joined by his son, Edward, a Marine veteran of five major battles in the South Pacific, including Guadalcanal and Tarawa, who has been honored with the President's Medal as well as one presented by the Commandant of the Marine Corps for bravery and exceptional performance under enemy fire.

As if this were not enough to fill Tom's cup to overflowing, he was further overjoyed when, the day after Ed's arrival in walked Tom, Jr., home for the first time after nearly three years in the Aleutians. Many a tale of combat with Japs in both ends of the Pacific will be told while these boys are home and you can bet that Tom won't miss a word of it. His only regret is that the third son, Harry, at present stationed with his Sea Bee unit in the South Pacific, is unable to be with them on this gala occasion.

A fighting trio (a Marine, an Infantryman and a Sea Bee), who have met the Jap and beaten him at his own game, is the best way to describe the Brown boys. No wonder Tom is proud of them and about as happy a man as you will find in your travels.

### JOSEPH RABATIE

The Equipment Division lost another faithful employee when Joseph Rabatie died at his home at 1943 McGallard Ave., White Horse, on Aug. 8th. Mr. Rabatie exemplified the highest type of public employee and it was with pride that he pointed to his record of perfect attendance for more than ten years.

A veteran of twenty-two years service, his passing leaves a gap that time alone can fill, and THE HIGHWAY joins with all who feel sympathies to the two daughters, three sons, and four grandchildren who survive.

### In the Army

The boys were griping about politicians' sons when up spoke a new voice behind them.

"I'm a politician's son," said the voice, "and I'm here in the army just like you ordinary guys."

The gang turned around to see who owned the voice. "Yes, Captain," they said.

### PROJECTS PARAGRAPHS

L. MEYER

Very Gavin comes the Inspector Walter. Lieutenant T. W. recently killed in action. Lt. Laster was an instructor in the Artillery school. Across only eight days Division expresses sympathy to Walter.

Ed Scott, formerly Mr. F. E. Ed Scott, is now a second lieutenant, having graduated from Candidate School at Ft. Belvoir, Ill. After finishing his training, Ed was moved to the 1st Cavalry Division, where he is now in the 1st Cavalry Division, where he is now in the 1st Cavalry Division.

Major Al Faxon is in France with the 1st Cavalry Division. Recently he had a hearing of twelve of the Artillery Battalion's target shooting. The "Krauts" have a very good regard for it.

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### Your M. C. presents—

### THE LADIES...

Bless Them

Assortment of happiness and best wishes to June Nelson who became a member of 1st Class Petty Officer William Walter on July 22nd and his fifteen-day leave from the South Pacific. Knowing as we do, we're sure she made a beautiful picture in the quiet of St. Mary's Cathedral.

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## MEET THE GANG



Foreman Ulysses Marinot of Madison sends this fine picture of his maintenance crew for publication in THE HIGHWAY. They are one of the important units of Supervisor A. J. McManus' Division and are charged with the maintenance of Route 24 from Morristown to Irvington and Route 10 from Morris Plains to Prospect Ave., West Orange.

As road crews run these days, this group must be considered a large one. They are also efficient and dependable and have every reason to be proud of the record they have compiled.

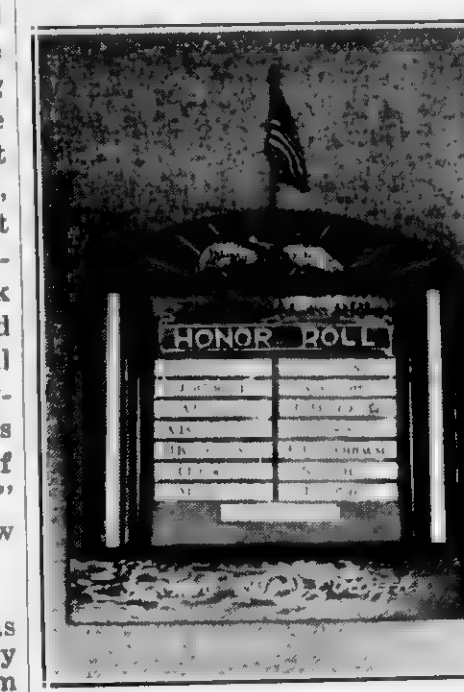
At the first glance most people would mistake the white-haired man, standing on the extreme left, for Jack Carr, Maintenance Supervisor. Don't be misled, however, for this is Foreman Marinot, who is often mistaken for the former. Others in the photo from left to right, standing, are: Fritz Arnt, Nick Barbato, Dominica Garofalo, Tony Moccia, Carmine Petracaro, Salvatore Frenda, John Angri, Anthony Polisi, Fred Allacco, Charles Ricci, Pellegrino Datola, Walter Ryan and Frank Farrell. Kneeling: Gennaro D'Ambrasio, Tony Orsino and Savino Cimigli.

Arnt is a mudjack specialist and many North Jersey highways bear testimony to his ability to raise slabs that have settled under heavy traffic. The masson of the gang is Moccia, while Angri is particularly distinguished by the fact that he has two sons serving overseas with the Army.

Allacco is the compressor operator of the gang, while Walter Ryan, who serves as truck driver, is also a veteran of the last war. In his absence, Farrell handles the truck.

Another veteran of World War I is Ursino, while his fellow worker Cimigli has three sons in the present conflict. Of course, this crew boasts of the usual number of gardeners, fishermen, hunters, and those who pursue miscellaneous hobbies, but their most outstanding characteristic is their skill in maintaining their sections of highway throughout the year.

### HONOR ROLL



Through the efforts of Al Wright, Bill Rasmussen and Frank Wood, the above Honor Roll now adorns the walls of the Fernwood office.

The 15 names which appear on it represent those employees assigned to that office at the time they entered the service along with that of E. R. Sherbaum, former head of the division.

More recently a complete Honor Roll has been placed in the main office at 148 West State Street, with the names of the 33 members of the Electrical Division on it.

We have been informed that Jerry Iannaccone EM, 1st Class, U. S. Navy, and the former Hendrickson, were recently united in marriage. Jerry was employed as Bridge Operator on the Hackensack River Bridge, Little Ferry, prior to his enlistment in the latter part of 1942.

Lt. Oscar C. Sampson, son of Oscar J. Sampson, operator on the Little Ferry Bridge, was co-pilot on a Flying Fortress and was forced down on neutral territory and is interned for the duration. The Lieutenant is well, having escaped injuries in the forced landing.

The deepest sympathy of this Division is extended to Mrs. Louis J. Boland upon the recent passing of her husband, Louis J. Boland, of Paterson, New Jersey, who was assigned to the Little Ferry Bridge.

### ADMINISTRATION DIVISION

ARTHUR EGAN

Mr. Oscar Jimenez, Bridge Engineer of the Chilean Department of Highways, spent several days studying the Department accounting methods. The United States Bureau of Roads recommended the Chilean Government as being a model accounting system as well as a pioneer in its field. Mr. Jimenez, Chief Accountant assisted Mr. Jimenez in his study and explained the workings of the entire system. While here, the Chilean representative also studied the Cost Accounting methods of the Department with Chas. A. Hurley.

While spending part of her vacation on her cousin's farm up in Sussex County, Marilyn Siddle was sent out to bring in a calf. The calf, being a playful fellow, inched away each time Marilyn got within reach. Finally, in desperation, Marilyn made a lunge for the calf and managed to catch hold of its tail. The calf, objecting to having its tail pulled, lit out through the barn-yard with Marilyn clinging to its tail. After a trip around the barn and several circles around the corn crib, young Ferdinand decided he had had enough and came along peacefully.

Jim Corle has joined the Blood Bank Club. Jim is the second member of the Administration Division to donate eight pints of blood—Elgin Mayer being on the way to his second gallon. Among others in the Division who have donated four times or more are: John Gulch, Bill Ward, Earl Hankinson, Art Egan and Mary Cunningham.

Charles A. Hurley received an interesting letter from Cpl. Salvatore Bonfanti. When Sol's outfit moved into Camp Meade, he was instructed to report for special assignment. Not knowing the nature of the assignment, Sol was pleased to find himself assigned to tabulating work with Sgt. Chas. Hurley, Jr., formerly of State Wide Planning. Although Sol was about to leave his buddies, nevertheless he was pleased to get back into the same line of work he was doing here and especially with someone with whom he was acquainted.

The present low condition of the Delaware River recalls many adventures of the boys who piled the river in former years. Frank Kimple and Paul Cramer are two of the boys who piled the river in former years. Frank Kimple and Paul Cramer are two of the boys who piled the river in former years.

Chatter: Congratulations and best wishes to Seaman and Mrs. Joseph Russo who were wed recently. Mrs. Russo is the former Dorothy Pinto of Trenton. Bill Ward enjoyed a week at Far Rockaway. Bill has been spending his week-end along the Metropolitan resorts this season. Pvt. Kermit Bonner, Medical Corps, home on furlough. Kermit reports being chosen company barber. Says he never cut hair before—was just handed a pair of clippers and put to work. Perhaps his experience as a tree trimmer landed him the job.

Congratulations to Mr. and Mrs. Frank Torkewitz who have just finished 30 years of wedded bliss. Frank and the Mrs. celebrated the occasion with two weeks vacation at their Wildwood home. When Sol's outfit moved into Camp Meade, he was instructed to report for special assignment.

Marvin Howell has returned from a few days vacation. Cy Card, Ken Rice, and families are vacationing. Our sincere sympathy is extended to Gene Palmer and Mrs. Palmer on the occasion of the death of the latter's mother, Mrs. William Mason. Evelyn Malesy spent a week's vacation at Wildwood.

### PLANNING SURVEY

JOHN CHRISTIANO

The Misses Franko and Terry helped to relieve the critical women shortage at the shore. Miss Becker sped to the mountains and Miss Patania kept an engagement with her dentist. Poor "Lil," we feel for you but can't reach you.

Senor Delgado enjoyed a 4-day sista in Rutherford, N. J.

Joe Natale was seen promenading on the boardwalk at Asbury. Careful, Joe, the ocean and moonlight is a tough combination to beat—if you wish to stay single.

Bridge Dept. please note—Anthony Amabile was the only 4th of July casualty. Tony stepped on a rusty nail. As all the doctors in the vicinity were away for the 4th poor Tony had to take a half dozen shots of pre-war brandy! Tough break, Tony, hope the supply of brandy lasts.

"Press" Northrup, of the Traffic Dept., is receiving instructions from Miss Terry on the intricacies of the IBM Machine—the lucky stiff. "Press," by the way, is an accomplished organist and leader of the Jersey City and also knows a good deal about the whys and wherefores of photography—what a man!

It took a war to do it, but Messrs. Vanderhoof, Stover, McCoy and Verdi, from up "Dem Dur Sussex Hills," checked in at the Newark Office for a couple of weeks, also A. Paul and his assistant, Earl Packer. (Swell fellows all.)

Declaration: Unless Miss Becker refrains from asking Johnny Christiano to help her check an hour's work 5 minutes before quitting time, there's going to be mutiny—pure and simple.

Well, here it is—a commentary on the Margaret M. Honessary party held on July 20th at the Orange Elks' Home in honor of her 25th year with the Department. After the guests had partaken of some victuals and liquid refreshments, James H. Driscoll, Master of Ceremonies, interrupted the proceedings to introduce Mr. E. V. Connett, who made a very good short speech, and also Mr. C. A. Burn, whom the Committee elected as a token of the esteem of her co-workers in the Department.

However, the real read from Commissioner Miller, Mr. Bodwell and Mr. Grover. Margaret responded with a very nice speech. "Dry those big brown eyes and smile, dear," Eugene J. Palmer, guardian of the beautiful Trenton contingent, arrived about 7 p. m. Everything was going along serenely the first couple of hours when Walter J. Yuchs was the unofficial bartender. Then things began to happen. Chuck Connors, of the Construction Office, had a coronary attack, arrived about 7 p. m. Everything was going along serenely the first couple of hours when Walter J. Yuchs was the unofficial bartender. Then things began to happen. Chuck Connors, of the Construction Office, had a coronary attack, arrived about 7 p. m.

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This survey party, working out of the Flemington Office, is working on the Yardville by-pass in preparation of work vitally needed in the days after the war. In case you don't know these men, they are, left to right, kneeling: William Hall, Jr., Hwy. Insp.; Oliver Carson, Hwy. Insp.; standing: Arthur Hancock, Asst. C. E. (chief of party), Frank Schmidt, Asst. C. E.; William Baker, Hwy. Insp.

The Yardville by-pass is part of the general realignment and dualization of Route 25 between Bordentown and Robbinsville, and when completed will eliminate three dangerous intersections which now constitute traffic hazards at Yardville.

## Ahr Races Stork To Photo Finish

Charles P. Ahr, S/K 3c of the Sea Bees, sat watching the extra innings of a soft ball game at the Norfolk Navy Yard recently. It was already past the time when he should have returned to his duties, but the excitement of the contest was such that he found it difficult to tear himself away.

About that time the loud speaker system blared forth with the announcement, "Charles P. Ahr, commanding officer." Although Charlie had looked forward to such a summons, he felt that it would not arrive for some weeks yet. However, he was well on his way to the C. O. before the announcement was completed.

Upon receiving a three day leave Charlie grabbed a few clothes and started his mad rush for Trenton. His first destination was the Cape Charles ferry which he managed to reach through some fancy sprinting, a mad dash in a taxi and the fact that the boat was half a minute late in leaving the dock. As it was, he just managed

to jump aboard as the gangplank was being raised. That was at 8:00 p. m. Had he missed the boat, he was stuck until 10 a. m. the following morning.

From there on his trip was more or less uneventful, and, needless to say, Charlie reached Trenton on schedule, although somewhat on edge at the time due to the fact that he and Mrs. Alice, who are now the proud parents of Charles Jonathan Ahr, who was born Sept. 8th. All three are doing nicely.

Before entering the Navy, Charlie was employed as Auditor for the Construction Division. In this capacity he took the place of Benjamin Stokes, who is now serving as a captain of the Army.

## Suggestion System

(Continued from Page 1)  
(2), E. V. Connett, Harry Fowler, (2), Harold J. Laing, J. A. Whitehead, Armond Innocenzi, Elwell Clugston, Robert C. Ordish, A. J. Lichtenberg, William Skillman, Richard Glasgow (2), Frederick M. Quinn, Chas. S. Fearnley, Dolores N. Sica, Benjamin Cleave, Albert E. Phillips, Geo. C. Jorgensen, Fred C. Claus, W. A. Johnson, Allen C. Ely, Charles B. Stecker, Frank A. Schroeder, C. H. Weller, Anne G. Spector, Ernest J. Birch and Robert S. Green.

## ADMINISTRATION DIVISION

ARTHUR EGAN

An amusing story comes from Marvin Howell's son, Captain Willing Howell, down in New Guinea. Upon seeing a native with a white chicken, Captain Howell decided that this was a chance to have a fresh egg for breakfast. After much bargaining, the chicken was purchased for slightly over eight dollars. For some time he had a white egg each morning. Then one of the boys offered a speckled hen for half the price of the white chicken. With an opportunity for two eggs for breakfast, the speckled hen was quickly purchased and put in the pen. Still each morning he was getting but one white egg. Puzzled about the speckled hen, an investigation of the pen disclosed only a speckled hen there. Closer examination revealed the speckled hen to be the white hen with its feathers colored and resold to him. He later learned that had he not made the discovery, the boys planned to dye the chicken another color and to sell it to him again. When he called his class in Chemical Warfare to order the next day, his first question was: "When is a white chicken not a white chicken?"

Charlie Kuhn and Mrs. Kuhn have received word that their son, Lt. Charles Kuhn, has been wounded in action in France. Lt. Kuhn has been wounded in the foot and leg. The extent of the wounds are not known. He was with General Patton's 3rd Army when struck by shrapnel. He is now at a hospital in England and we wish him a speedy recovery.

We neglected to list Byron Beams among the Administration Division blood donors who have

donated four times or more. Byron has given seven pints of blood and certainly is deserving of recognition.

CHATTER: E. V. Connett has returned from a vacation spent with his family on Long Island. Marine Cpl. Neil Kennedy has returned to the South Pacific. Neil was a member of the Marine force that fought the Japs on Bougainville. Sol Bonfant has also been sent out of the country and by now probably is on foreign soil. Bill Ward vacationed at Hyan, Cape Cod. Welcome to Bob Fleming, who recently was added to Ernie Birch's File Room staff. Illness confined Paul Cramer to his home for several days. We are pleased to report that he has completely recovered and is back at his desk. Sgt. Jack Maley, somewhere in France, sends John Egan a Nazi poster signed by Adolf Hitler. Leah Jackel of Lee Grover's staff is reported as being on the sick list. Frank Dunn attended the Williams-Angott fight in Philadelphia. With the bowling season getting under way, Frank Matzer has been chosen captain of the Administration Team. If anyone in the Division is interested in bowling with the team, the services of two bowlers are needed. Except for Tony Kuhn's interest in this season, the team personnel remains the same. The boys received some very nice medals as prizes last season. Marvin Reilly, Mrs. Reilly and daughter vacationed at Wildwood. Clyde Case and family have returned after a vacation in their Gifford Park summer home. Harry Hill is finishing his farm work for this season.

## Maintenance Notes

GENE BECKNER

A new Veterans of Foreign Wars Post organized recently in New Brunswick was named the Clark Muetz Post in honor of Lt. Francis Clark, of North Brunswick Township, and Seaman First Class George M. Muetz. The latter was the son of Fred A. Muetz, a member of the maintenance crew now under the supervision of Foreman Joseph Smith. George went down on the U.S.S. Juneau with the Sullivan brothers. With his father, we take pride in this tribute which has been paid to him.

It is a pleasure to welcome Jimmy Walter back into the fold. Jimmy returned to his drafting duties at the Trenton Office late in August after receiving treatment at the famous Mayo Clinic in Rochester, Minn., for a period of over a year. He has returned minus several hundred pounds and, needless to say, is a sylph, the strict diet which he follows is bound to have the desired result.

Our sympathy is extended to Bill Tindall, of Foreman Joseph Vizzini's Institutional Road Crew, whose wife, Sarah, died September 6th.

A recent Trenton visitor was Lt. Bill Rackowski, U.S.A., formerly of the 1st Cavalry Division. Bill was home on furlough from his new assignment somewhere deep in the heart of Texas. Unfortunately, his exact whereabouts were not reported, but we'll try to remedy that in an early issue.

Harry Williams, who assists Tony Russo in the Fernwood Nursery, is convalescing from an operation. It is reported that he is progressing nicely, and we hope to see him back to work soon.

Foreman Augie Newman returned to work recently following a long illness.

Two veteran employees, Albert Corley, of Kearsburg, and Fred Parrell, of Pleasantville, died during the past month. Al was a

## PROJECTS PARAGRAPHS

E. L. MEYER

Captain John F. McGarry sent a V-mail letter to Bob MacMullin saying that he is now working on the Burma Road. He says that the Highway Blue Book (Specifications), would not be acceptable at all as the coolie laborers always do things their own way.

The new address is: Capt. John F. McGarry, O-305172 Burma Road Engineers, A. P. O. No. 827 New York, N. Y.

Lt. Commander Paul A. Mills is a really busy fellow. Last March he managed to get a day and a half at home and he considered himself lucky. His ship made a trip to Russia and he says he now knows what a white Christmas is, having spent Christmas and New Year's in Murnansk. During that time they had nine air raids.

Since then he has helped in the invasion on D-Day and is still engaged in carrying cargoes to France.

John Houtman has been working on the road again recently, substituting for Fred Homeier who has been ill for several weeks.

Room 229, our Auditing Division, is usually an industrious and businesslike office. However, a very noisy turmoil broke out there a few days ago. The personnel of all adjoining offices rushed in to see what the trouble was.

It seems that Frank Hultish purchased some shorts (undies to you) — beautiful bright blue stripes that could be seen six blocks away. He carefully laid the package on his desk. When returning from lunch he enthusiastically opened it to show a friend the bargain that he, a shrewd buyer, had obtained. But, alas, while he was out to lunch the shorts had grown a beautiful crop of lace around the bottoms.

## SGT. HENRY B. RENK KILLED IN ACTION

Henry S. Renk, a member of the Fernwood Guard Force, has received notice from the War Department that his son, T Sgt. Henry B. Renk of the 119th Infantry, who had previously been listed as missing, has been killed in action during the invasion of France.

Mr. and Mrs. Renk have two other sons in the Armed Forces, Edmund C., a Parachute Rigger 1st, now an instructor at Lakehurst, and Stanley E., an Aviation Cadet at the Advanced Navigation School in Hondo, Texas.

THE HIGHWAY extends the deepest sympathies to Mr. and Mrs. Renk on this sad occasion.

bridge carpenter under Foreman Job Thomas and had worked for the Department since August, 1929. He was one of Thomson's reliable men, and his loss will not be an easy one to replace. Mr. Parsella was a member of the maintenance patrol under Paul Weiss and had worked for the Department since 1939. To their survivors we extend every sympathy.

Three employees of this Division from various sections of the State represented their respective American Legion Posts at the recent State Convention held in Atlantic City on September 7th, 8th and 9th. Charlie Fearnley attended representing the E. Dayton Olmstead Post No. 93, of Trenton; Peter Spinelli was a delegate from the Joyce Kilmer Post No. 26, of New Brunswick; and Tony Citta represented the Geo. P. Vanderveer Post No. 129, of Toms River.

## CHARLES ZWEIFLE

Charles Zweifle, Administrative Chauffeur, passed away at 136 Greenland Avenue, Ewing Township, on Saturday, September 2nd, following a long illness.

Mr. Zweifle first entered the employ of the Highway Department on August 15, 1921, and for many years drove the State Highway Engineer. More recently he had been assigned to the Fernwood Passenger-Car Garage and limited his activities to occasional driving. His length of employment with the Equipment Division qualified him as one of the real veterans of that organization.

Surviving Mr. Zweifle are his wife, Mrs. Mabel Zweifle, a daughter, Evon, and a son, Charles, Jr. To these survivors THE HIGHWAY extends deepest sympathy on behalf of the Highway Department.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Jack Rochford of the Fernwood inspection forces has joined the list of week-end commuters to Gifford Park after recently purchasing a summer bungalow at that resort.

Sergeant Stewart Long visited Fernwood while on a 30-day leave from his station with the U. S. Army Engineers in Curacao. From the description of his work, he has spent 27 months with the latest type construction machinery and he recommends that we secure some of the machines of the type he has been using at his station if and when the War Department starts disposing of its surplus stock.

Sympathies of Fernwood are extended to Fred Edwards on the recent death of his brother, Leonard, who passed away at his home in Trenton on September 6th.

While shopping for supplies for the crew of his ship, Russ Cook, Jr., son of one of Fernwood's storekeepers, visited one of the U. S. Navy Warehouses at Plymouth, England. Who should happen to be called upon to fill his order but Russell Radice, son of Pete Radice of Fernwood. Needless to say, the Highway Department and Trenton were pretty well hashed over and the crew of young Cook's ship must admit he did very well with his supplies in Plymouth.

George Visacky writes from San Diego on his way to the Cen-

## BRIDGE BRIEFS

A. J. LICHTENBERG

Maurice, the son of Sam Rankin, was seriously wounded in action in France on June 15th, hospitalized in England. He was over D-Day with the 29th Infantry and with the Navy station, Brooklyn. Paul Gabrenas, in the conventional box car from Cincinnati announced the birth of a son on September 1st.

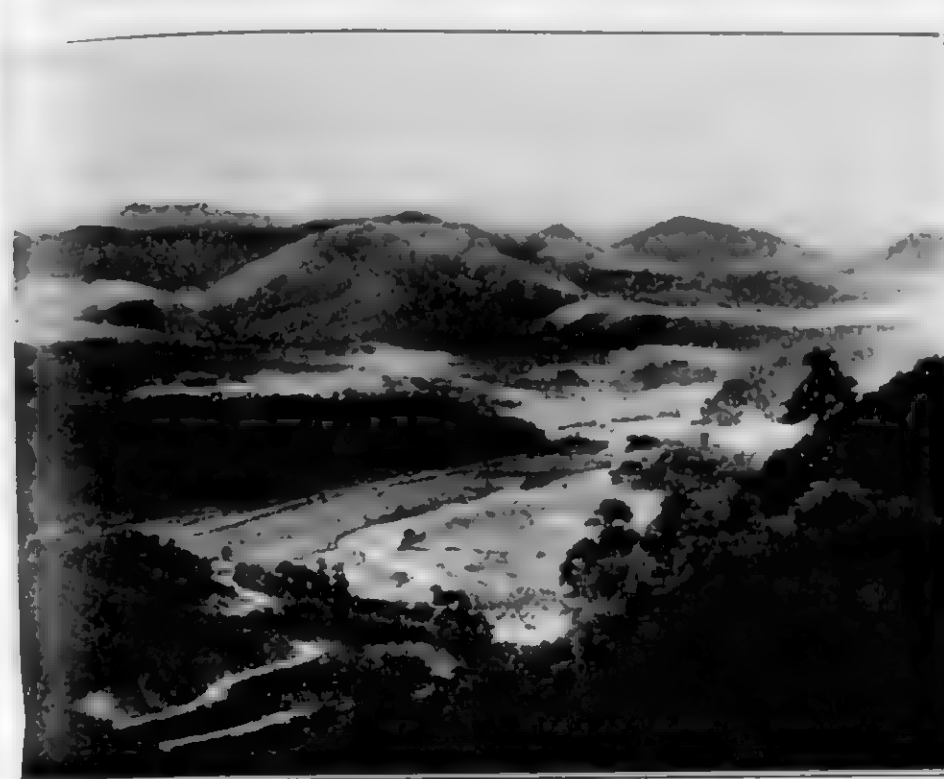
Geo. A. Heffernan, Bridge Division office employee, gave blood during August. He made it seven times the August 15th letting, encourages all to visit the Cross Blood Bank in Trenton during the week of October 16th.

Newsflash: Honorable Japanese ship destroyed two American pedoes. Visiting employees included Chester Appleton, from War Dept. work in Philadelphia and now farming; Jim Whitehead, who helps build "Avenue" in Trenton; and Pat McCullough, who has recovered from his recent operation and looks years younger.

Morris Goodkind is a six-day commuter from New Brunswick to the sixth day usually being spent about with the help of L. C. Parsons, Fred Claus and Geo. Heffernan. That scratching noise you hear is the new super de luxe 1937 Sulev Hedin recently received from his father-in-law. End of the season vacationists: W. H. Spencer at Lords Valley, Pa.; Marcel Luday up the Hudson Valley; Robt. Simon at beauty parlor in Atlantic City; L. C. Parsons at Portland, Me.; Mike Furry at Ocean Gate; and J. Evans at home catching his third dose of poison ivy. Vacationists remind us of a little city that had been in the country and was describing to another boy the big pig he had seen. "It was in the pen," he said, "and it was afraid of the little pig!" They would chase the big pig around the pen and after he fell down with exhaustion the little pig pounced upon him and ate the buttons off his vest. "What the boys' been doing," Stanley Simon taking the flight, "University of North Carolina." With Spencer at Samson, N. Y. Navy training station; Richard Schneider with the army of invasion in France. Health Note: To avoid that run-down feeling — Cross streets carefully.



## BURMA ROAD — SOUTHWEST CHINA



The above photo shows a portion of the Burma Road as it winds its tortuous way through the foothills of the Himalaya Mountains toward the flatter lands of India. In the left foreground can be seen three separate levels of this highway as it climbs upward toward the camera position. Farther north it will pass in many places above the clouds.

## Modern Highways Save Motorists \$65.00 Each Year Highwayman Works On Burma Road in Southeast China

The following treatise on the Economics of the State Highway System is being reprinted from the Annual Report so that our readers may be more fully informed as to the important role modern highways are playing in the economic life of New Jersey. This article was prepared by Harold W. Giffin, Engineer of Survey and Plans.

Since 1917 New Jersey has been constructing a State Highway System on a preconceived plan. The cost to date has been \$35,000,000 of which the United States Government has contributed approximately \$47,000,000 through Federal Aid. In its present state of completion, the motorists of this State are saving \$36,800,000 per year due to operation over high-type surfaces, instead of the low-type surfaces which formerly existed. While it can be shown that this figure is approximately one and one-quarter cents per mile, a figure of one cent per mile is used.

But this is not the only tangible saving which the motorists of New Jersey are enjoying as a result of their investment in the State Highway System. In the construction of these roads every effort has been made to further reduce operating costs by removing traffic obstructions and saving distance by realignment. The total distance eliminated to date is 150 miles. This represents a savings of \$6,570,000 per year at a cost of operation of two cents per mile for excess distance traveled.

Time Factor Important There are also savings due to the elimination of this excess distance, but also because of the higher average speeds at which a vehicle can safely operate on a high-type compared with a low-type surface. While no exact figure can be ascertained to cover all cases, it is believed that a conservative estimate would indicate a 33 per cent saving in time. This represents an

## STATE BRIDGE ASSOC. HOLDS MEETING

On October 13th the members of the State Bridge Employees Association held a regular meeting at which time reclassifications were discussed. President James Lipari, who presided, explained the various features of the reclassifications to the members present. The committee composed of Fred Stellwag, chairman, George Zabuskie, Jos. Martini, Harry Ober and Orville Stillwell, was appointed for the purpose of presenting nominations for the offices of President, Vice President, Recording Secretary, Financial Secretary, Sergeant-at-Arms, and one member of the Board of Trustees for presentation at the November meeting.

## Capt. John McGarry Puts Highway Experience to Good Use Far From Home

On no highway in the world do American troops receive such cheerful, friendly salutes as do the Army Engineers working on the Ding Hoo Highway — the G. I. name for the Burma Road in China.

Here, laboring under almost unbelievable hardships, a handful of Americans and their Chinese comrades are achieving the impossible in their efforts to link the ports of India with the battle lines of Chiang Kai Chek, far to the north. Along every mile of this unbelievable highway, Chinese farmers, basket-laden, throw up their "good" finger (the thumb of their right hand) in a well-wisher's salute.

While the service of the Department has been recognized by community after community. Said the Mayor of Cape May:

"I have said two or three times in recent speeches that the one tangible aid which has been extended our stricken seashore area has been the prompt and effective assistance of the State through the agency of the State Highway Commission.

"It is a pleasure for me to say for the record that the supervisors that were here were courteous and cooperative and that the men worked hard and effectively.

"This temporary aid has been of immense assistance and in behalf of the people of Cape May, I thank you most sincerely."

While the State Highway Department is not primarily a disaster relief agency, the Maintenance Division has been trained to a point of efficiency in coping with blocks on the highway system, so that it knows how to proceed in the case of disaster. The action of the Maintenance Crews and the Supervisory Staff, set up under the joint direction of Mr. Kilpatrick, Assistant State Highway Engineer, and Mr. Muir, Superintendent of Maintenance, with the advice of Mr. E. E. Reed, deserves the hearty commendation of the Department. These men have done a prompt and efficient and thoroughly commendable job. They are deserving of praise not only from the head of the Highway Department, but they have already received such commendation from local officials, and from Governor Edge himself.

The moral of this disaster for the department is: Be prepared, keep on the alert; and act when the occasion arises.

SPENCER MILLER, Jr., State Highway Commissioner.

# THE HIGHWAY

TRENTON, NEW JERSEY

OCTOBER, 1944

## RECORD CLEAN-UP FOLLOWS HURRICANE

The Hurricane which struck with such violence on the New Jersey coast and certain other sections of the State on September 14, found the State Highway Department prepared. The Department was prepared not to prevent the disaster but to meet some of its most serious consequences. Hurricane warnings which were received during the week prior to the storm and on the day of the Hurricane were immediately sent to all Maintenance Foremen throughout the State. As a result maintenance forces were out patrolling the highways even before the hurricane struck with all its fury on the night of September 14th. As soon as the storm was over forces of the department were out clearing State highways of trees, and in some cases billboards that had been toppled over by the hurricane. The first effort was to keep the highways open for travel and eliminate fire hazards.

Even before the hurricane was over the State Highway Department was clearing the State Highways; within 48 hours a preliminary inspection was undertaken by the Engineering forces of the disaster; by the first of the following week Maintenance trucks and men were rolling into these communities to aid the local municipalities in removing the debris. Within a week of the disaster an engineering organization had been set up in each of the four counties. Both men and equipment were mobilized and sent in.

In the three weeks that the State Highway Department has been at work it is estimated that 285 men and the 142 pieces of mechanical equipment, that were mobilized in these distressed communities was the equivalent of mobilizing more than a thousand men working with shovels. In all, more than 250,000 cubic yards of sand has been removed.

The Department has also cooperated with the State Police in recovering the bodies of persons who lost their life in the disaster.

Today, the entire road system along the New Jersey coast from Cape May to Atlantic Highlands has been cleared of debris; all obstacles have been removed; fire hazards have been eliminated. The Department has been busy cooperating with the local officials clearing the sand off the streets, removing debris and in general helping to get these communities back into running order again.

Already the service of the Department has been recognized by community after community. Said the Mayor of Cape May:

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SPENCER MILLER, Jr., State Highway Commissioner.

## Blue Star Drive To Commemorate N. J. War Service

As a fitting tribute to the men and women of New Jersey who have served in the armed forces of their country during the present war, the Garden Club of the State in cooperation with the State Highway Department will transform a section of the Rutgers campus near Plainfield and Mountaintop, into a living memorial of flowering dogwood trees.

This beautiful section of one of New Jersey's modern divided highways, which in peacetime carries traffic volumes in excess of 22,000 cars a day, will be known as Blue Star Drive.

The plan was first disclosed to the public in conjunction with the annual flower show at the Orange Lawn Tennis Club in South Orange, where not a ribbon of the proposed memorial drive was viewed by several thousand persons. At this time the public was afforded the opportunity of contributing to the memorial fund by the understanding that a dollar would purchase a five-foot tree, and a two dollar contribution a blooming tree. The first 1000 trees are being supplied by the Garden Club. Dogwood was chosen for the dominant foliage on Blue Star Drive because, in the words of the sponsoring organization, "The flowering dogwood is one of New Jersey's most beautiful trees, its white blossoms in Spring rival all other trees in spectacular display. Its foliage and clustered red

(Continued on Page 4)

## Many to Receive Service Awards at Ten Year Dinner

A record number of veteran employees will receive 20 and 25 year pins in testimony of their long service with the Highway Department on the occasion of the Ten Year Club Annual Dinner, scheduled for Tuesday evening, November 14th.

Long a feature of Ten Year dinners, the bestowing of these awards will take on added importance this year due to the fact that no less than 34 employees will be eligible for 25 year pins, while 41 of the members will receive the 20 year award. Of the 75 who are listed for this special honor, five will be unable to be present due to the fact that they are now far afield with the Armed Forces.

President Wilbur Spencer and his entertainment committee under the chairmanship of Bob Martin, who is also 1st Vice-President, are completing arrangements to make this wartime dinner an outstanding success.

After a lapse of several years, the Club has shifted the scene of its festivities from midtown Trenton back to the Geneva Inn on Route 26 (now known as Fowlers) six miles north of the Capital City. This site has long been a favorite with the membership and offers many advantages over a mid-city location.

The Service Awards Committee consisting of W. Carman Davis, chairman, William Dix, Herman Kramer, Chris Kucker and Eugene J. Palmer, have certified the following employees for service awards:

25-year awards: Alfred G. Bailey, Ernest J. Birch, Frank W. Bird, John A. Carpenter, Geo. W. Conways, Paul F. Cranmer, Howard B. Davis, E. J. Davison, P. L. Davison, Frank Devereux, Raymond S. Drake, Willard T. Enmons, Harry Fowler, A. Russell

(Continued on Page 4)















## Maintenance Notes

GENE BECKNER

As a result of the election of the Highway Department, the following members of the Highway Department have been elected to their respective positions:

It was with regret that we learned of the death of Eli G. Sutton, an employee in Foreman Paul Hany's maintenance crew in the 1st District, on April 1931. Mr. Sutton had been in the 1st District since 1924.

Harrison Southard, formerly employed in Syd Webster's crew, has completed his training at Fort Jackson, S. C., and is now on his way to an overseas destination.

Andrew Del Vecchio and his wife are being congratulated on the birth of a baby boy, who arrived late in September. The young fellow, who weighed 6 lbs. 13 oz. at birth, has been christened Dominick after his paternal grandfather.

A difference of opinion as to the percentage of rise in the cost of living in a recent discussion led Charles Walklett to bring in an advertisement taken from a local newspaper of a past date. The ad listed the following prices: Prime Chuck Roast—16c a lb.; Smoked Picnic Ham—12c a lb.; Creamery Butter—24c per lb.; Free Ripened Florida Oranges—20 for 19c; Large Can Sliced Pineapple—15c.

Paul Ljutich says he has it from an unofficial source that the new income tax form contains only 3 items:

1. What was your income for year?
2. What were your expenses?
3. How much have you left?—Send it in.

Our sympathy is extended to Charles Brown, whose wife Hazel died Thursday, October 12th, following a long illness.

Pfc. John B. Long, formerly employed in Foreman Augie Newman's crew, was killed in action in Africa that after bumping around on what they call roads over there he is certainly looking forward with pleasure to riding on Jersey Highways on his return.

Mrs. Anne B. Curtin, wife of Sgt. Edward Curtin, formerly Assistant Foreman under Supervisor Klockner, writes to inform us that Ed is now stationed in England. His address: Sgt. Edward Curtin, 12049239, 187 General Hospital, APO 507, c/o Postmaster, New York, N. Y.

Supervisor Jack Carr has received a letter from John T. Jr., who has been stationed in the South Pacific Area for almost two years reading: "Roll out the barrel! This is it!" Here's hoping he makes it by Thanksgiving.

Hear the one about the two members of the old fraternity, who hadn't seen each other in many moons who paused to exchange the mystic grip and a bit of gossip:

"How'd old Bill these days?" "Oh, he's much improved since his operation."

"Operation? Didn't know he'd had one."

"Oh, yeah; they removed a brass rail that had been pressing against his foot for years."

The prices of foodstuffs shown in one of the items above appeared in an ad in the Trenton Evening Times dated Jan. 11, 1940.

**DON'T FORGET**  
DROP A LINE TO THE SERVICE MAN IN THE SERVICE TONIGHT.

## Baker Honored By Vets Order

Elected Commander of Trenton Chapter Military Order of the Purple Heart

Frederick J. Baker, a member of the Military Order of the Purple Heart, was elected commander of the Trenton Chapter of the Military Order of the Purple Heart.



FRED BAKER

In his new position, Baker is most anxious to obtain this decoration for all eligible veterans of the last war. At that time it was necessary to make application for the Purple Heart and because of this many a veteran never received the award.

Since there is no time limit governing the awarding of the Purple Heart, any eligible veteran can make application by addressing Baker at 206 Brinton Avenue, Trenton.

The Trenton Chapter, of which Baker is commander and one of the founders, was named in honor of the battle of Trenton which was fought on December 25th, 1776. To this Highwayman who was wounded in France during World War I goes the honor of naming this Chapter.

## LABORATORY LINES

Norm Schaller

Your new Laboratory Lines reporter is happy to announce that Mrs. Schaller has presented him with another daughter, Beverly Ann, born Oct. 26, 1944. Both Mrs. Schaller and the baby are doing very nicely.

Ed Baumann was a recent visitor to the Lab. We are glad to report that Ed looks like his old self again since returning from overseas. He is now stationed at Caven Point and is working out as an M. P.

Joe Schlottenmeier is still on the sick list. Last reports from his home say that Joe is now coming along nicely and is champing at the bit to get back to work.

Peg Beatty and daughter, Joan, are now in San Diego, Calif., where husband Ed, a Navy Lieutenant, is stationed.

In honor of her birthday, Jennie Majeski was recently entertained at the Old Heidelberg by the girls in her office. Jennie also has the distinction of having been with the Highway Department for twenty years.

Word has been received by Jim McDonough from Jim Clark, a former Lab employee, that he is now located at Lowry Field, Denver, Colo., with the U. S. Air Forces.

An innocent looking pig from a nearby farm crashed the gate to the Lab grounds recently and caused no little excitement and trouble in the resulting pig chase. The pig was still nursing a cut and bruised leg which he received when a guy wire holding a tree in place suddenly got in his way.

Ralph Sherman's son, Wendell, left for induction at Newark on November 16. Results not known as we go to press.

## THE HIGHWAY

## Construction Comments

Fred C. Claus

For some time past, Low Hall has been a member of the Navy Coast Guard Reserve, serving regularly in the Philadelphia area.

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## Wm. C. Bearce Killed in Action

Was Son of Foreman Oliver Bearce of Maintenance Division

William C. Bearce, son of Foreman Oliver Bearce of the Maintenance Division, was killed in action.



WILLIAM BEARCE

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## ELECTRICAL FLASHES

John Kilpatrick

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## Stanley Wood of Maintenance Div. Dies of Wounds

Was Member of Wood Was Member of Combat Engineers

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## THE HIGHWAY

NO. 5

TRENTON, NEW JERSEY

DECEMBER, 1944

## Outstanding Valor Wins Bronze Star For Landscape Man

Polcastro Cited for Bravery in Action

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## Christmas Spirit Prevails Under War Conditions

As we celebrate our third wartime Christmas in America, the irony of a world at war and a world pervaded by the Christmas Spirit becomes more grim.

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## Conine Wounded During Advance Inside Germany

Word has been received that Arnold L. Conine, a former member of the Highway Department, was wounded by enemy fire inside Germany.



A. L. CONINE

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## A. Lee Grover to Receive Funds for Blue Star Drive

Unlikely Highway Department employee to participate directly in development of Blue Star Drive.

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## Record Snowfall Ushers in Winter in North Jersey

A snowfall of unusual intensity blanketed the northwest portion of the State on November 22nd and thus marked the earliest date on which the snow removal forces of the Highway Department have been called into action in a great many years.

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## GREETINGS

I am happy to have the columns of THE HIGHWAY made available to me for such a pleasant purpose as wishing each and every one of my fellow employees in the Department a Merry Christmas and a Happy New Year.

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## Richard M. Hall Dies in Explosion in South Pacific

Richard M. Hall, 25, son of Lewis F. Hall, Senior Highway Engineer, was killed as the result of an explosion of undetermined origin aboard the naval repair ship on which he was serving.

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RICHARD M. HALL

## MERRY XMAS

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## Scheduled Meeting

The Engineering Association of the New Jersey State Highway Department has scheduled its Annual Meeting and Dinner for Friday, December 15, 1944, at 7 p.m. at Zig's Restaurant, 580 Central Avenue, Newark, N. J.

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## Heavy Equipment Used

All regular maintenance crews in the territory affected were called into action as well as the services of five contractors' organizations: Foreman Webster, George Rueland, Edward Koch, LeGrande Ely, John Norris and N. J. Pendergast were in charge of the work













# THE HIGHWAY



VOLUME 3 — NO. 6

TRENTON, NEW JERSEY

JANUARY, 1945

## IGNORED AT CHRISTMAS GATHERING



Harry Fowler, Commissioner Miller and Ruby Vogel were the camera immediately following the ceremonies at which the members of the Survey & Plans Division received Merit Awards. A portion of the Christmas decorations and the Highway Service Flag and Honor Roll appear in background.

## Fowler and Vogel Get Merit Awards At Xmas Services

### Survey & Plans Employees Honored for Suggestions

Certificates of Merit were bestowed upon Harry Fowler and Ruby Vogel, Jr., at the annual Christmas services of the Highway Department which were held in the board room of the State House Annex on Friday, December 22nd. Commissioner Spencer Miller, Jr., presided over the gathering which, besides honoring the above named employees, paid tribute to those Highwaymen now serving in the Armed Forces. Following an invocation by Dean Frederic M. Adams of the Trinity Cathedral, Trenton, William Kirk of the Real Estate Division led those assembled in singing several of the better known Christmas carols.

Commissioner Miller reviewed the progress of the past year of war and told of the plans now being made within the Department for post-war highway construction. He spoke in glowing terms of the part some 400 Highway employees were playing in the present conflict in all parts of the world.

**Award Certificates**  
In making the Certificate of Merit awards, the Commissioner paid tribute to the Suggestion System of the Department which he said had produced many fine ideas, which were now being used as standard practice. The suggestion which led to the Fowler award was the same suggestion which had been recognized by the Ten Year Club at their annual dinner. The Vogel suggestion, however, was unveiled for the first time at this gathering. It deals with an improved method of marking employee efficiency and is the result of careful investigation of efficiency rating systems employed throughout the United States. It

(Continued on Page 3)

### John M. Cirello

John M. Cirello, 62, of 56 Second Avenue, Raritan, died on Wednesday, December 20th at the Somerset Hospital in Somerville following a lengthy illness. He had been employed in the Maintenance Division since July 17th, 1929, and was a member on the crew of Foreman N. J. Pendergast. John was one of four remaining veterans of the fine group formerly under the direction of A. J. McIntire, now Supervisor of the Northern Maintenance Division. Others are Peter Ayres, Mario Marchettini and Alex Fissell. The passing of Mr. Cirello brings to light one of the most un-

## Wesley R. Bellis Will Go to France As Traffic Expert

### Will Study Transportation Problems in European Theatre of Operations

Wesley R. Bellis, Acting Traffic Engineer for the State Highway Department, has been granted a leave of absence for one year to become a civilian employee of the War Department in France. In



WESLEY R. BELLIS

his new capacity Mr. Bellis will tackle the difficult traffic problems which now confront the Army as tens of thousands of vehicles of all types clog the highways in their effort to supply our troops in the front lines.

Mr. Bellis is a graduate of the Rutgers School of Engineering and for many years has specialized in traffic analysis for the State Highway Department. He is in charge of the Newark office of the Survey and Plans Traffic Bureau and has served as a member of the Suggestion Committee.

In selecting a man of this type we are sure the Army has chosen wisely. "Wes" will take to France the best wishes of his many friends in the Department.

Use of records, for he was the father of six sons, all of whom are serving in the armed forces of the United States. Five of these men, John, Jr., Dominick, Joseph, Frank and Furry are in the Army, while the sixth son, Anthony, is with the Marines.

Mr. Cirello is survived by his widow, Mrs. Rose Cirello, and a daughter, Mrs. Rose Oliverio, in addition to his sons. To them THE HIGHWAY extends the sympathies of the entire Department.

## Highway and Parkway Construction Forecast For New Jersey

"Congestion on our highways, before war time restrictions were imposed, was so great that it becomes obvious that additional or enlarged facilities will be required for post-war travel."

"In this connection it seems to me that motorists might well be willing to pay moderate tolls for special highway facilities free from ordinary traffic obstructions and separated from truck travel."

"Construction of such scenic highways or toll parkways in the neighboring States of New York and Connecticut, has expedited so-called pleasure driving, taken much of the pressure off the commercial roads, and greatly enhanced real estate values in surrounding communities."

"I recommend that the Legislature give consideration to the practicability of granting the necessary authority for the construction of such roads as would pay their own way with moderate tolls. These highways can well form a part of our post-war program."

"As to the all-over program for additional highway construction, I have purposely postponed any extensive activity both because of shortage of labor and material, and a desire to have such construction form an important part of our post-war public works when unemployment may, I fear, be one of our major problems."

"Fortunately, much-needed improvements in the New Jersey highway system have been planned long in advance so that work can be started as soon as funds are available on 616 miles of new roads already approved by the Legislature, which would cost an estimated \$300,000,000. Plans are available also for other construction and reconstruction, which if approved, provide a total post-war backlog of \$520,000,000 in road improvements."

The Annual Message of Governor Edge to the 1945 State Legislature, of which this is a part, was notable not only for its comprehensive presentation of the problems facing our State, but for its emphasis upon the need for parkways. For some years now it has been recognized that New Jersey was not maintaining its position of leadership in the field of highway construction because of the lack of adequate parkway legislation. Repeated efforts over the past few years to secure such legislation has failed of passage. Now, however, with the wide spread public demand on the part of responsible state-wide organizations and the warm support of the Governor, it is confidently expected that the Legislature will take definitive action on this important subject at this session of the Legislature.

New Jersey has an enviable position in pioneering in many fields of highway design and construction. With the large number of recreational areas and the natural beauty of the State, New Jersey should be able to embark upon a program of parkways and freeways which not only preserve the scenic beauty of the State but provide needed relief for some of our over-taxed roads.

The future is bright with promise. It is hoped that 1945 will mark the legislative commencement of this important program. It will mean the opening up of a new and important chapter not only in highway development, but an equally important event in the advancement of our State.

*Spencer Miller, Jr.*  
State Highway Commissioner.

### Governor Edge Praises Snow Removal Forces

In a recent statement to the press, Governor Edge in commenting upon the recent snow removal job done by the Highway Department said: "I was very pleased to learn of the devotion to duty by highway employees in working long hours to keep the highways open. Their overtime work and the willingness of the Army to assign personnel on an emergency basis is a fine lesson in co-operation in war time."

## Highway Flyer Awarded D.F.C.; Bombed Germany

Post Lt. Bortram Newmark, 26, formerly employed as a highway surveyor on the New Jersey Turnpike, was awarded the Distinguished Flying Cross for his part in numerous attacks on vital industrial targets within Germany. He is a bombardier on the AAF B-17 Flying Fortress "Buzin Betsie."



LT. NEWMARK

Son of Mrs. Clara Newmark, of Perth Amboy, Newmark attended Hoffman High School in South Amboy and was employed in the Landscape Division of this Department from 1937 until his enlistment in the A.A.P. in March, 1941. During December he was home on a 30-day leave, having completed his missions.

Lt. Newmark also holds the Air Medal with five Oak Leaf Clusters. The Air Medal was awarded for previous flying duty with the 8th Anti-Sub Patrol in the Caribbean Theatre. He has participated in attacks on Ploetz, Hanover, Cologne, Merseburg, Magdeburg and Leipzig.

"Flak was our greatest enemy on all our missions," said Newmark. "We have flown through all types and I'd rather see fighters than hear a few bursts of flak any day."

The D.F.C. citation states in part: "The determination and courage displayed by Lt. Newmark during many hours of combat, reflect the highest credit upon himself and the armed forces of the United States."

Nice going and congratulations, Lt. Newmark!

## Maintenance Men Injured in Early Morning Accident

While cinderling an icy hill on Route 30 near Glen Gardner at 4:30 a. m. on the morning of January 2nd, three men in the maintenance crew of Foreman Paul Haney were injured when a large trailer truck went out of control and skidded into the vehicle from which they were working. Those hurt were Charles F. Snyder of Pattenburg, Herman Schutt of Clinton, and Russell Bigelow of Hampton. All three were given emergency treatment by a local doctor and later Schutt and Bigelow were removed to the Somerset Hospital in Somerville where it was disclosed that the former was suffering from a fracture of the leg and the latter from undetermined injuries.

### Viracola Injured

Michael A. Viracola of 400 Westwood Avenue, Long Branch, was injured on December 20th when the car he was driving skidded on an icy pavement and crashed into a pole causing the pole to crash on the car. He was taken to the Rahway Hospital and later moved to the Monmouth Memorial Hospital at Long Branch, from which he was discharged on January 15th. Mr. Viracola is an Assistant Supervisor of Traffic Safety attached to the Newark Office of Survey and Plans.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of its Employees

W. CARMAN DAVIS, Editor

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Telephone: Trenton 2-2131—Extension 573

### A NEW YEAR'S RESOLUTION

With the arrival of the New Year many of us annually take stock of ourselves and come to the solemn realization that all is not as it should be. This self-evaluation inevitably results in a determination to improve things in general with seldom a thought to the short-lived resolutions of other years. The reason for this may lie in the fact that whenever we endeavor to bring about an improvement we invariably decide against doing those things we are convinced have brought us a measure of pleasure in the past. Under the conditions we more or less become martyrs to our own dictates.

If, on the other hand, we should resolve to do something that would bring pleasure to ourselves and at the same time add immeasurably to the joy of others, there is every chance that the experiment would prove to be highly successful. This brings us to the thought we wanted to pass on to you in the first place. Why not resolve to write regularly to some Highwayman in the armed forces; some fellow with whom you used to work and who is now watching every mail call for word from home? The odds are that no single act would pay you greater dividends or that no resolution would be more fun keeping. If you don't have a particular service address, drop a line to THE HIGHWAY. Every effort will be made to supply it to you.—And by the way, HAPPY NEW YEAR.

### MARCH OF DIMES

Throughout the year many appeals are made to State employees to lend a helping hand to many charities. Right now the March of Dimes is appealing for aid in the fight against infantile paralysis. Perhaps no other cause tugs at the heartstrings in quite the same manner as the call to help suffering children. Do your part in supporting this worthy charity.

### State of New Jersey

Civil Service Commission  
Trenton

Dec. 27, 1944  
Mr. Eugene V. Connett  
Assistant to Commissioner &  
Administrative Assistant  
State Highway Department  
State House Annex  
Dear Sir:

We are enclosing notices to each of your employees who filed appeals, as well as each employee whose salary or title was changed by reason of an appeal other than his own, advising them of the action taken in each instance. Will you kindly distribute these notices to the employees in question as promptly as possible.

For your files, we are attaching a list of changes that have been made in either title or salary range. In order that our classification staff may have an opportunity to clarify any other adjustments found necessary as a result of appeals, we must ask that no additional appeals be filed until further notice. Very truly yours,

Civil Service Commission  
(Signed)

William S. Carpenter,  
President.

### In Charge of Air Force Equipment

Captain Al B. Baytel, a member of the Equipment Division before entering the Army in May, 1941, was a recent visitor. Al is now Chief of Vehicle and Equipment Maintenance for the Warner Robbins Air Service Command which covers the States of Georgia, Florida, North Carolina and Alabama. His headquarters are at Robbins Field, Ga.

Al narrates that when he first took over his present assignment it

## THE HIGHWAY

### Highway Honor Roll



### News from Our Men In the Service



PVT. ANDY SERBIN

PFC Andy Serbin, a former member of the Administration Division, paid a visit to the Trenton offices while on a recent furlough. Since his latest transfer, Andy has been stationed in Newark where he is engaged in seeing that all sorts of Air Corps equipment embarks for overseas on schedule.

Prior to arriving at his present location, he had been stationed at Atlantic City, Fort Logan, Colorado, and Patterson Field in Dayton, Ohio. He has been in the Air Force since Armistice Day, 1942.

A letter will reach Andy at address to: Section K, 4108 AAF-BU, Port of Newark.



1st Lieut. Joseph DePuglio, formerly of the Southern Construction Division of Harry D. Robbins, is another Highwayman who started at the bottom and is working his way up. Besides reaching his present rank since leaving the Department, Joe married a Kentucky girl who accompanied him on his recent trip home. He is at present stationed at Willow Run, Michigan, where he is Personnel Officer for the Air Base there.

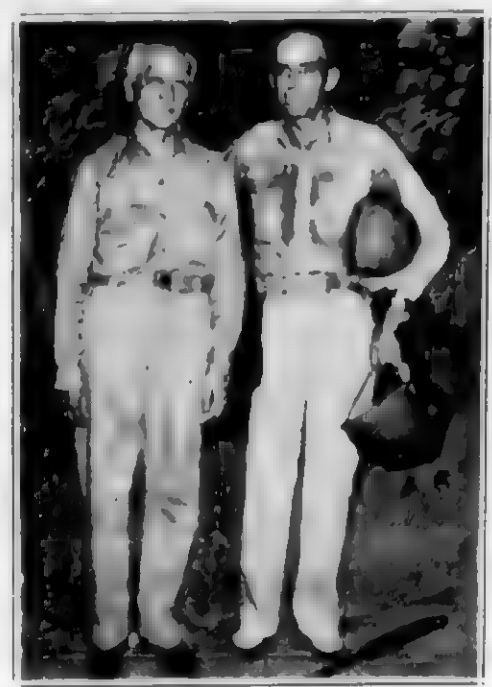


CORP. MANNIFIELD

Cpl. Jack Mannifield, Jr., who formerly worked in the traffic line painting crew under Foreman John T. Carr, Jr., is now on active service somewhere in the South Pacific. Jack was inducted into the service on April 8, 1942, and received his initial training at Fort Monmouth, from which he was sent almost directly overseas. Jack's father will be remembered as a former gate tender up at the Fernwood Service Station. Jack was the first member of the traffic line painting crew to enter the services. His present address is: Cpl. J. Mannifield, 1200222, Cas. Det. "A," APO 17596, c/o Postmaster, San Francisco, California.

### Sees Lots of Action

A very long letter arrived from Lieut. Commr. Rans Abbott the other day. It was written from the flag ship of the 7th Fleet in Pacific waters, where Rans is very busy as Asst. Chief of Staff. He



Lieut. Col. E. R. Sherbaum, before his induction in the Engineers as a Captain, Asst. of the Department's Electrical Service, is now in France in the Service of Supply Regiment. Recent letter to Bill White Ray tells of receiving his commission as a Lieut. Colonel on December 1st, which incidentally was his birthday. This calls for a congratulatory letter.

A letter will reach this Highwayman, who incidentally was in France during the last war, dressed as follows:



CORP. ARMSTRONG

Corp. Hugh Armstrong, formerly employed in Foreman Olin Bearce's Sign and Traffic Marking Forces, and from whom he was the first member to see the Armed Forces, is now in service with the U. S. Army somewhere in the South Pacific. His initial training in January, 1942, was received at Fort Dix in March, 1943, he was sent to New Orleans and thence to West Coast from where he embarked almost immediately overseas.

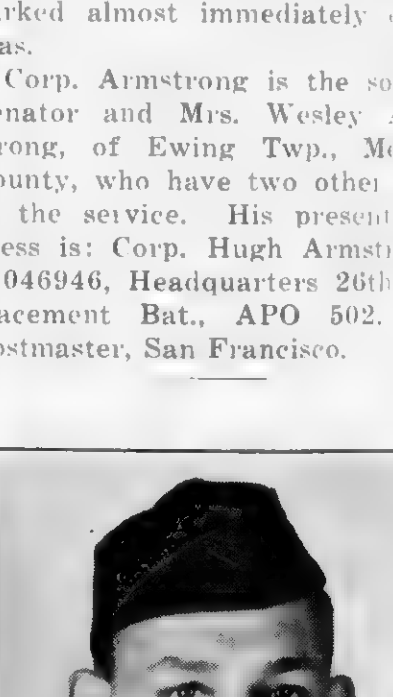
Corp. Armstrong is the son of Senator and Mrs. Wesley Armstrong, of Ewing Twp., Monmouth County, who have two other sons in the service. His present address is: Corp. Hugh Armstrong, 12046946, Headquarters 26th B. placement Bat., APO 502, c/o Postmaster, San Francisco.



CORP. HORACE CARL

Corporal Horace D. Carl was a foreman in the "Sign Gang" prior to entering the Signal Corps in December, 1942. Today he is an instructor in telephonic communications at Camp Crowder, Missouri, where his work deals with the complexities of sending several messages at different frequencies over the same line at the same time.

Before he was qualified to teach this specialty, Corporal Carl had to complete an intensive 14 months course from which he graduated with honors. At the time he visited his many friends in the Trenton area he was enjoying a 10-day furlough, the first in many months. His address is Co. C, 34th Bn. ASPTG, Camp Crowder, Missouri.



PVT. SCHABLE

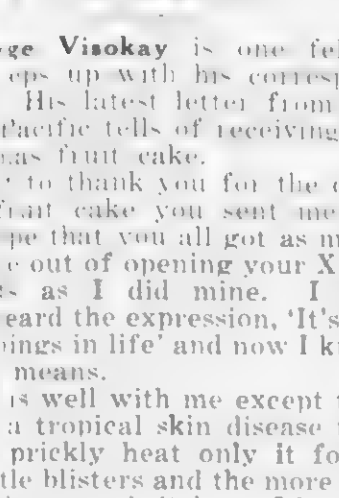
One of the boys home on furlough over the holidays was Dorsey Schable, PFC, formerly employed in the sign repair and maintenance crew under Foreman Frank Leavelle. Dorsey, who is now stationed in the South Pacific, was inducted into the service on December 4, 1943. He received his preliminary training at Fort Benning, Ga., and Fort Leonard Wood, Mo. He was then shipped to Camp Louis Obispo, Calif., and thence to the Pacific. Schable appeared to be in excellent trim and we think we safely say Army life agrees with him. His present address: Dorsey Schable, 42080553, B. 922nd F. A. Bn., APO Camp Cooke, California.

### EQUIPMENT ITEMS

JAMES O'ROURKE

Hart, mechanic, spent some time prior to the opening season overhauling his shop, which incidentally was his birthday. This calls for a congratulatory letter.

A letter will reach this Highwayman, who incidentally was in France during the last war, dressed as follows:



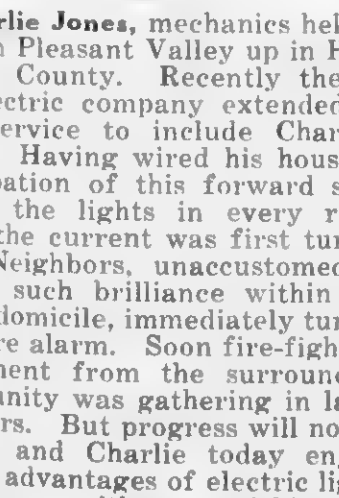
DOROTHY WORSTELL

Dorothy Worstell, who left us a few columns ago and now writes of the leisurely life she's leading in California... plenty of rest, sunshine and mystery stories.

On January 1st, when Helen Coffey's leave of absence became effective, the Department lost one of its finest employees. We sincerely hope Helen has not left us indefinitely and look forward to welcoming her return.

George Visocky is one fellow who's up with his commission. His latest letter from the Pacific tells of receiving his commission as a Lieut. Colonel on December 1st, which incidentally was his birthday. This calls for a congratulatory letter.

A letter will reach this Highwayman, who incidentally was in France during the last war, dressed as follows:



YEOMAN MILLERICK

It is with pride and pleasure that we extend our congratulations to Florence Millerick, of the Coast Guard Reserve, on her recent promotion to Petty Officer, Yeoman Third Class.

The nicest holiday gift a girl could receive was Anne Spector's from the U. S. Army. Anne's husband has been home on furlough from Texas.

But speaking of gifts, an unusual one arrived for Evelyn Maley in the form of a Belgian Hare jacket. Upon investigation, we find that the Belgian Hare is "one of the breed of rather small, slender rabbits of a dark red or mahogany color."

One morning recently, Betty Orosz's father agreed to her plan that she take his car and he take her bus pass. Betty set off to work happily in the knowledge that she had the convenience of the car for a luncheon party that noon. Mr. Orosz set off to the bus stop. If we think it might be some time before Betty can make a similar deal with her father, it is only because that morning happened to mark the day of the Trenton Transit bus strike!

We all know what we were doing during the holiday season, what with luncheon and dinner parties arranged in practically all the divisions... but one of the luncheons held in the Nymph's Room of the Stacy Trent was made an even more gala affair by the exchange of gifts. The party consisted of LaRaine Birch, Betty Levie, Kathryn Laughery, Helen Tallon, Mary Masarotti, Katherine Applegate and Marion Heister.

A most successful Christmas party prompted the girls from the third floor to request an encore. We are happy to report their equally successful luncheon at the Hotel Hildebrecht... and happy too, with the opportunity to put in print the names of some of our most "colossal" ladies. They are—Sylvia Lefkowitz, Agnes St. John, Josephine O'Hara, Anne Manion, Dorothy Blinn and Fannie Brenna. Others attending were Stas Kanyuh, Marie Christian, June Walter, Alice Carroll, Miriam Devlin, Mary Filippini, Frances Martin, Lorraine Finkle, and Grace Moore.

"Bye now."

### Your M. C. presents— THE LADIES... Bless Them

Not that we want to inaugurate a mass exodus, but with the temperature constantly below freezing, it is warming to think of Dorothy Worstell, who left us a few columns ago and now writes of the leisurely life she's leading in California... plenty of rest, sunshine and mystery stories.

On January 1st, when Helen Coffey's leave of absence became effective, the Department lost one of its finest employees. We sincerely hope Helen has not left us indefinitely and look forward to welcoming her return.



SGT. KENNEDY

SGT. KENNEDY (right) and buddies

Sgt. Neil Kennedy sends along this photograph of two buddies and himself. Neil is again in the South Pacific and from the photo appears to be in excellent health. Neil lists the names of his buddies on the photograph to which each one is a character.

Paul Cranmer's young son received an archery set for Christmas. The result is that as soon as the youngster goes to bed, Paul sneaks down to the basement and starts whizzing arrows. His aim better be true for if any of those arrows land in Mrs. Cranmer's preserves, someone is likely to get hurt.

Herbert L. Newmark, 19-year old son of Julius Newmark, is in Boat Training at Great Lakes Training Station. Upon graduation he will be rated as seaman first class. Before entering the service, he attended the University of Illinois, School of Engineering, and would have been graduated this spring.

Mr. A. Lee Grover entertained members of his staff at a Christmas dinner held in Bowler's Inn. Those present included: Mr. and Mrs. A. Lee Grover, Mr. and Mrs. Clyde Case, Mr. and Mrs. William Wildblood, Mary Sheridan, Marion O'Hara, Elsie Taylor, Helen Tallon, Pauline Wieland, Ruth Barbour, Gene Palmer, Charles E. Gennach, Frank Reddan and Bill Fitzgerald.

Members of Marvin Howell's office celebrated Christmas with a luncheon held at the Stacy Trent Hotel. Those attending were: M. L. Howell, Harold Rice, Cyrus Card, Harold Jensen, Harold Patterson, Frank Allen and George Derick.

The Cost Dept. held its Christmas dinner at the Club Condo. Attending were: Evelyn Maley, Helen Disbrow, Eileen Logan, Ann Ludwig, Mildred Friedman, Ann O'Connor, Mary Cunningham, Betty Orosz, Marilyn Siddall, Madge Kiernan, Bill Howell, Art Egan, Harry Geller, Earl Hankinson, John Gulch, Frank Kimble, Frank Torkewitz, Ed McElroy, Jim Corle and Frank Rickett.

Word has been received here of the promotion of Edw. J. McCarell, IV, from second to first lieutenant in the U. S. Marine Corps. He is now located in the South Pacific. Lt. McCarell is the son of Senior Paymaster Edward J. McCarell and will be recalled as a summer employee at the Lab during the time he was studying engineering.

Chatter: If one of these snowy mornings you should notice a trail of two left-foot prints in the snow, you are not following a freak of nature. It seems George Dederick bought a new pair of galoshes and on the first occasion he had to wear them he discovered he had purchased two left-foot galoshes. The snow being rather heavy that morning, George had no alternative but to wear the two lefts to work... From Frank Matzer we learn that Sgt. and Mrs. John Moutferrer, with a baby girl, Congratulations! We also learn that Cpl. Tom Harcar is again at his post in Hyde Park after a minor operation... Johnny

## THE HIGHWAY

### Admin. Div. Team Wins First Half Bowling Honors

Eight Teams Wind Up First Half of Race

Climaxed a race that was full of excitement from start to finish the Administration bowling team defeated the Electrical bowlers in the final night to emerge victors in the first half of the Highway Bowling League. A close race had been assured this year by an arrangement of handicaps for the lower scoring team.

One of the surprises of the first half was the complete reversal of form exhibited by the Equipment Division team which, after winning 14 of their first 15 games in the early season, proceeded to lose 15 games in a row before regaining their stride. It is understood that Equipment captain Ed McCabe is planning a comeback in the second half in an effort to retain the championship captured last year.

Although the league is only in its second year, a large group of bowlers follow their favorite team each Friday night. They have been rewarded by some finely bowled games and many spirited matches. The players who comprise the Administration team are: Frank Dunn, Tony Kulp, Bill Howell, Frank Matzer, Frank Kimball, Warren Oldham and Frank Tuozolo. The final standings of the first half of the season are as follows:

Team	Won	Lost	Pct.
Administration	29	13	.690
Electrical	27	15	.643
Equipment	25	17	.595
Machine Shop	19	23	.452
Maint. Painter	18	24	.429
Fernwood Office	18	24	.429
Fernwood Guards	15	27	.357
Inspection	14	28	.333

### Annual Dinner of Bridge Div. Club Set for Feb. 20th

The Bridge Division Club announced that arrangements have been completed to hold their annual dinner in the Robert Trent Hotel in Newark on the evening of February 20th.

This affair needs no introduction to Highway employees from all sections of the State who have attended similar dinners in other years or to the many friends of the Division who come from far and near. It is always an occasion long remembered.

The speaker of the evening this year will be State Highway Commissioner. It is always an occasion long remembered.

John H. Patrick, chairman of the committee in charge of arrangements, announces that a full course turkey dinner will be served and that a program of diversified entertainment will be offered. Assisting Mr. Patrick with arrangements are John F. Evans, Robt. E. Simon, J. J. Koffler and W. H. Spencer. Tickets can be had by contacting either Bob Simon or Jack Koffler. Tables will be reserved for groups upon request.

James E. O'Rourke and Alex Cohen were recently re-elected to the Board of Directors of the Highway Credit Union to serve for 3-year terms. At the same time the name of Frank E. Kimball was added to the Credit Committee. He will serve for a similar period of time.

It was disclosed that at the end of 1944 the credit union had a membership of 138, assets of \$6285.00 and 84 loans totaling \$6082.00. This organization recently declared a second dividend of 3.6% for the period of July 1st to Dec. 31st.

Plans are now being made to obtain a motion picture on credit unions which, it is hoped, will be shown to the members and others at an early date.

### Administration Division

Arthur Egan



SGT. KENNEDY

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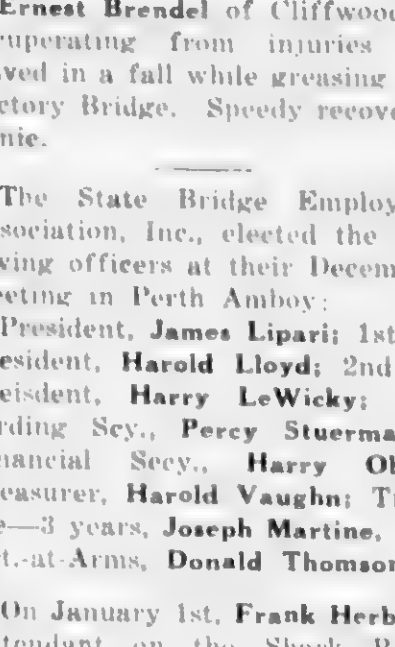
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### ELECTRICAL FLASHES

John Kilpatrick



ERNEST BRENDEL

Ernest Brendel of Cliffwood is recuperating from injuries received in a fall while greasing the Victory Bridge. Speedy recovery, Ernie.

The State Bridge Employees Association, Inc., elected the following officers at their December meeting in Perth Amboy:

President, James Lipari; 1st V. President, Harold Lloyd; 2nd V. President, Harry LeWicky; Recording Secy., Percy Stuermann; Financial Secy., Harry Ober; Treasurer, Harold Vaughn; Trustee—3 years, Joseph Martine, and Sgt.-at-Arms, Donald Thomson.

On January 1st, Frank Herbert, Attendant on the Shark River Bridge, took the oath of office as Mayor of South Belmar for the seventh consecutive term.

Latest reports from the fighting fronts show John Krol in the Philippines. Maj. Krol's son is on Leyte and had a narrow escape when a Jap sniper put a bullet through his coat.

Louis Unverzagt is still on the sick list, which reminds us that the bridge supervisors are hoping for better and warmer weather. It seems that the bad weather has brought a considerable portion of the operating personnel down with colds and grippe.

Angelo Manze has returned to work after a leave of absence due to illness. Your columnist would appreciate receiving any news items of interest concerning the employees of the Division.

January brings birthday greetings to the following Electrical Division employees:

Chester G. Anderson, Trenton; John J. Fuller, Jersey City; Herman Grasing, Bay Head; Carl Hermann, Milltown; Samuel Hughes, South Amboy; Martin V. Hayes, Point Pleasant; Ralph Lee, Milltown; George McKnight, Jersey City; Benjamin F. Newman, Manasquan; on Military Leave; George Pepper, Manasquan; Charles Peschken, Paterson; Herman Siegenbine, Massouville; Harold T. Vaughn, South Belmar; Samuel Voss, West Creek; and William B. Widmann, West Trenton.

Henry Johnson writes from the South Pacific to say that things are anything but homelike down there. In fact, he writes that he has not been paid in a month and a half and that, even the canned beer is warm. He advises George McGinnis, now stationed with the Navy at Boston, to stay put even if it is cold. Henry puts in a plug for THE HIGHWAY and says he is regardless of how late it arrives it is certainly welcome. A letter will reach Johnson addressed as follows:

Henry K. Johnson, C.E.M.  
USSAR D-24  
c/o Fleet P. O.  
San Francisco, Calif.

Gulch recently donated his eighth pint of blood although he will not receive credit from the Blood Bank. John gave a transfusion to a niece of Madge Kiernan... Sorry to learn of Ruth Barbour's mother's illness. We wish her a speedy recovery... Staff Sgt. Lou Ulla and Cpl. Lacomchick, both stationed in the New York area, visited the Department... We received a letter from Seaman 2/c Otto Peterson from the South Pacific. Otto wants to be remembered to all his friends in the Department... Welcome to Mrs. Mary Harris who has joined Bill Wildblood's staff.

Pt. Kiermit Bonner writes that he is attached to a General Hospital somewhere in France. Bonner says the 12 to 20 hours of work each day don't bother him, but the French money gives him plenty of trouble.

### BUY WAR BONDS

and give the change to fight INFANTILE PARALYSIS

JANUARY 14-31











## State Highway Victory Gardens Made Available for Third Successive Year

Fernwood Tract Will Be Turned Over to Employees For War Crops

The Fernwood Victory Garden tract will once more be available for highway employees who wish to grow their own vegetables according to a recent announcement by Commissioner Miller.

"The demands which will be made upon America's agricultural production this year will be greater than ever before according to all forecasts," said Mr. Miller. "The Fernwood Victory Gardens have produced large amounts of vegetables during the past two years and I am sure that there are many who will want to take the opportunity of growing their own crops again in 1945 and in this way materially aiding the war effort."

## Ten Year Club's Spring Meeting Set for Apr. 17th

Preliminary plans have been completed for the Ten Year Club's Spring Meeting, which will be held on Tuesday Night, April 17th, at the Enterprise Fire Hall, Klockner Road, Hamilton Township, which was also the scene of last year's meeting.

Full details will appear in a later issue, but one feature of the meeting will be a novel arrangement regarding the sale of tickets. Due to rationing, it is imperative that it be known definitely some days prior to the meeting just how many plan to attend the buffet luncheon which will be served. For this reason it is planned to sell two sets of tickets, one of which will entitle the holder to attend both the buffet luncheon and the meeting and entertainment afterwards, and the other for the meeting and entertainment only. All tickets for the luncheon and entertainment will have to be purchased and paid for by April 10th so that definite arrangements for the food can be made. Tickets for the entertainment and business meeting alone will be available up to the night of the dinner. So remember, if you want to eat, get your ticket early. \$2.00 for the war effort and the meeting and entertainment only.

## ELECTRICAL FLASHES

John Kilpatrick

Don Henderson just received a letter from Jerry Iannaccone, E.M. bridge operator at the Little Ferry Bridge prior to going into service. Jerry is in the Marianas Islands and says it is so hot that they work bareback and go swimming several times a day. (Note: The letter arrived when the temperature in the office was 52.)

Mr. John J. Taylor, former Traffic Enunciator, now with the 405th Infantry, has been seeing service in the battle of the Belgium bulge. This information reaches us from a letter received by Joe Hunt.

Frank Harris of Building No. 20 informs us that his daughter, Grace, was married on January 15th to Sgt. A. F. Zoda of the U. S. Marines, who returned to the States for his wedding after 32 months in the South Pacific.

Dick Goldy of the USN has been transferred from Staten Island to Norfolk, Virginia.

Louis Unverzagt is recovering from his attack of sciatica and is expected to return to work in the near future.

February brings birthday greetings to the following: Jerry Iannaccone, Harry F. Connell, Richard D. Goldy, Robert Anderson, Frank P. Ball, Reg. K. Bowen, Albert Britton, Robert Campbell, William Crawford, Edward W. Downs, Dorland J. Henderson, Charles E. Hine, Harold J. Lloyd, Salvatore Marasca, William J. Marzen, Charles L. Moll, Robert Mott, George Mutzer, Jeremiah O'Brien, Frank Shuster, Frank V. Walsh, George Walters and Lewis Wozall.

## THE HIGHWAY

### Construction Comments

Fred C. Claus

Woodlynne  
M/Sgt. James R. Flynn paid the office a visit after a recent fire. He is a member of the 1944-45 State Highway Employees' Association.

Henry Thomas, a member of the Coast Guard Reserve, is stationed at the Coast Guard Station, New York City. He is a member of the 1944-45 State Highway Employees' Association.

Walter Reeves, who is now at the Point Pleasant Hospital, is a member of the 1944-45 State Highway Employees' Association.

Shirley of the Klockner Road, Hamilton Township, which was also the scene of last year's meeting.

Full details will appear in a later issue, but one feature of the meeting will be a novel arrangement regarding the sale of tickets. Due to rationing, it is imperative that it be known definitely some days prior to the meeting just how many plan to attend the buffet luncheon which will be served.

If you are contemplating a Victory Garden at Fernwood this year, now is the time to get out the catalogue and order your seeds. It might be a good idea to start looking for those new garden tools without delay because they will be scarce this year. And don't forget that 100 pounds of fertilizer.

### Here's Proof



ARMAND INNOCENZI

Armand Innocenzi gives us the following proof that he doesn't get "back fever." Accompanied by Edmund Storer—brother of Maintenance Supervisor Earl Storer—Mercer County Engineer Herman shot this 175-lb beauty at Cookstown.

### Anton Sends Appreciation to Many Friends

Leon Anton, who for over 20 years drove Division Engineer Harry D. Robbins, writes from Glenn Gardner where he is undergoing treatment, to thank his many friends for their kind remembrance in the form of a check he received some white back.

### Projects Photographs

E. L. MEYER

Bob MacMullin stops in the office occasionally and on one of these recent visits he showed us a letter from Paul A. Mills. Paul is now a Commander and as such he is now "Skippin' the Liberty Ship S. S. Samuel F. Miller—and a very busy man.

Captain John Thomas has been stationed in Paris and has enjoyed several shows and operas. However, what he has enjoyed most is the lack of heat and the five days per week when there is no hot water.

Ernie Topping, who is still on Tinian Island, didn't last long as Chief Warrant Officer—he's now a Lieutenant, J. G. Congratulations.

Major "Jim" Sampson, who will be remembered as a former employee of the Projects Office, was recently heard from. He was in Luxembourg just before the big battle.

### Maintenance Notes

GENE BECKNER

It is a pleasure to report that the Maintenance Division has been very busy during the past few weeks. The several new bridges, viaducts, and approaches are now in the hands of the maintenance crew. The work has been very satisfactory and the bridges are now in good condition.



WILLIAM GARRISON

William "Skip" Garrison is one of our men who saw service early in the war and who enjoys being back on the job doing some of the old jobs. He is now a member of the 1944-45 State Highway Employees' Association.

Capt. George McCann has arrived safely back in Iran after his tour of duty in the Middle East. He is now a member of the 1944-45 State Highway Employees' Association.

Slipping on the icy pavement near his home in High Bridge recently, Vincent Meade of Foreman's Garage, fell and broke his left leg. From the number of people who have suffered injuries during the winter, it seems to us that there should be some kind of an organization to help the "Disabled Veterans of the Winter 1944-45." Maybe you can get it started, Vince.

Charles F. Smythe reports that his daughter, Ruth, 23, Navy nurse with the rank of ensign, has been transferred to the U. S. Navy Hospital at Camp LeJune, N. C.

The welcome was out for Frank Armstrong who, after 15 months in service, has returned once again to the drafting board. Frank spent most of his time in the South Pacific aboard merchant ships bringing supplies to our Armed Forces on the many islands they occupy. At the time of his release, Frank had risen from 3rd Mate to Master of large cargo ships. During his travels he made many paintings and sketches.

"Stogie" Storer has good advice for his bowling team to wit, "Hit the head pin." He had better start talking to himself, however, for the other night after starting off with a double strike, he wound up with the ignominious score of 95.

Jimmy Walter has returned to work after a flying trip to Rochester, Minn., for a check-up. After listening to the subterfuge to which Jimmy had to resort to get a seat on a train from Chicago, I think we will all do well to heed the government's request to refrain from traveling.

Cpl. Charles Doherty, formerly of the Trenton Office and now stationed at Indianapolis, Ind., with the Army Air Corps, was a recent visitor at this office. We found Doc a humble fellow and he and Norm Horner resumed their customary dueling with words.

Capt. Lewis W. Klockner, Jr., son of Supervisor Lew Klockner, was recently awarded the Bronze Star for extraordinary achievement in malaria control work in Africa, Italy and Corsica. Young Lew,

### BRIDGE BRIEFS

A. J. LICHTENBERG

With the approaching spring, the maintenance crew is now busy with the work of repairing and improving the bridges and approaches. The work has been very satisfactory and the bridges are now in good condition.

When drifting snow blocked half of Route 8, Foreman Charles and his stalwart crew went into action with shovels and the full width of the highway to traffic. Due to the height of the snow, it was necessary to pass the snow to the top of the stages as seen in the above photo. From left to right, the men who accomplished this job are: Karl Shelly, Edward Kaufman, Harry Current, William Covert, Victor Chandler, Kaufman and Foreman Crawn. The photo was sent to THE HIGHWAY by Mildred Crawn of Newton.

Plans for the Spring Meeting of the Ten Year Club, scheduled to be held on Tuesday evening, April 17th, at the Enterprise Fire Company Hall, Klockner Road, Hamilton Township, are proceeding satisfactorily and tickets are now available from the various contact men.

A buffet supper will be served by ladies of the Fire Company. Auxiliary starting about 5:00 o'clock. Definite information as to the number who plan to attend the supper must be available at least one week prior to the date of the dinner, and no tickets will be sold for the supper after April 10th. So if you want to eat, get your \$2.00 ticket promptly.

A short business meeting followed by entertainment will start about 7:00 o'clock. If you can't make the supper, separate tickets will be available for the latter part of the program only at a charge of \$1.00. These will be available up to and including the night of the meeting.

The Committee in charge of arrangements is headed by Gene Beckner, ably assisted by Bill Kirk, Tony Kuhn, Earl Storer, Ed McCordell, George Cumberley, John Cardell, Bob Simon, John Madden, Joseph Hunt, and Roy York.

Stressing the need of freeways in New Jersey, Commissioner Miller stated that roadways of this type not only serve to reduce the natural scenic beauty of the State and afford the pleasure of motorist new arteries for travel, but that they would greatly relieve the congestion on many of our more heavily traveled highways.

New Jersey has too long delayed the building of parkways," said Mr. Miller. "Our neighboring States of New York, Connecticut and Pennsylvania have long since begun the benefits derived from construction of this type. As a result, we are faced with traffic jams of major magnitude in the post-war era, New Jersey must adopt a parkway program in keeping with modern economic, social and sociological conditions.

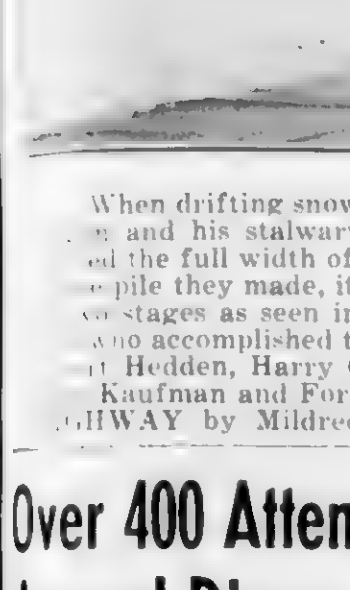
Commissioner Miller further stated that the post-war program for New Jersey would require the hearty support of engineering contractors, equipment and material supply groups if the needs of the State are to be met in the near future.

At a regular meeting held on Wednesday, March 7th, the South Jersey Highway Employees' Association re-elected the following officers: Benjamin A. Bailey, Pres.; Philip Logan, 1st V. P.; E. H. Hine, 2nd V. P.; Louis Dilks, 3rd V. P.; Richard Raab, 4th V. P.; Harry S. King, Secretary; Geo. Phifer, Treas.; Walter Eckert, Cor. Secretary; Wilbert Hutt, Sgt. At Arms. One new trustee, Earl Walidin, was elected for a three-year term. Four new members were taken into the organization. This association of employees is to be complimented for the spirit and enthusiasm it has developed during the comparatively short period of its existence. During the month of February their regularly scheduled time of meeting was

### SNOW PILED HIGH IN SUSSEX

ME 3 — NO. 8

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Over 400 Attend Annual Dinner of Bridge Div. Club

Commissioner Miller Speaks On Post-War Construction

Plans Include Buffet Supper and Entertainment

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# THE HIGHWAY

TRENTON, NEW JERSEY

MARCH, 1945

## A Tribute To Commissioner Ellis

The untimely passing of William John Ellis, for many years the able and conscientious Commissioner of Institutions and Agencies, removes from the service of our State not only one of the most distinguished public servants but, by all odds, the best loved man in the State Government. For a full quarter of a century John Ellis, as he was popularly known, brought his work in this great department which was dedicated to the twofold objectives of treatment, training, rehabilitation and prevention, the qualities not only of a true humanitarian, but also of a true human sympathy and penetrating insight of a true humanitarian. Under his direction a distinguished group of public spirited men and women have been brought to membership on the State Board of Control and the Board of Managers of the nineteen State Institutions and two State Agencies. Under his administration a group of men and women of the highest professional attainments were encouraged to enter the State's service. During the nineteen years of his direction, the population of the state institutions grew from 12,077 to 20,818 and the number of institutions from 15 to 19. During this same period the total persons served through the welfare agencies of the Department grew from 15,275 to 18,907.

From the old State Prison in Trenton, with its forbidding exterior, to the modern Home for Disabled Soldiers at Monticello Park, the whole institutional life of the State was permeated with the warmth of his friendly and sympathetic personality. He was, in very truth, the soul of all these institutions, large and small, new and old.

Commissioner Ellis had a basic philosophy which guided him in the administration of public welfare institutions and agencies; he believed they should serve the public by providing safe custody, treatment, rehabilitation and the cure of those who became their wards, but also that these services should add to the sum of human knowledge. This is exemplified in the research project undertaken six years ago in cooperation with a great medical foundation, seeking to perfect immunization of human beings against the scourge of influenza.

As a result of the project and for the first time in medical history the method of vaccination against the epidemic of influenza, the only great disease over which man previously had no effective control, was perfected. Repeated trial of a harmless and effective virulent vaccine made from the virus of influenza was grown on the chick embryo, chiefly at the New Lisbon Colony, exclusively for its protective effects against influenza. And this year the United States Army ordered 11,000,000 of the units of the immunizing agent for the protection of our armed forces — New Jersey's contribution to the welfare of the world. In the field of the care of the chronically ill, Commissioner Ellis' faithful promotion, since 1931, of study and recording of methods of approach and results obtained in this neglected field, has placed New Jersey in a pre-eminent position of leadership among the states of the Union.

When the war came it was John Ellis, Commissioner of Institutions and Agencies, who was among the first to urge that parolees from the prison be afforded an opportunity to serve in the Armed Forces and thus redeem themselves. It was characteristic of his constant thought of the other man's problem.

Not only within the State was he known and admired for his institutional leadership, but far beyond its borders his work was recognized by his presidency or membership on countless professional associations and conferences from the White House Conference on Child Health and Protection to the Osborne Association for Prison Reform. The list of his professional societies testify to the breadth of his interest and the range of his wide public acknowledgments.

With Commissioner Ellis the relations of the State Highway Department have always been most cordial. Whenever an institutional road problem needed attention he was prompt to bring it to the attention of the Department; whenever it was completed, he was no less prompt to acknowledge gratefully this inter-departmental cooperation.

To this skillful administrator of a great department, to this able interpreter of the point of view of the sick, the needy or offending members of our society, to this warm-hearted friend of all mankind we say Hail and Farewell!

Spencer Miller, Jr.  
State Highway Commissioner

marked by an open house gathering at the Vineland Community Hall to which all Department employees in South Jersey were invited to attend. Some 125 employees, members and others, were in attendance. The guest speaker at this meeting was Mr. R. Robert

## Lieut. Rackowski Wounded by Mine In German Action

Maintenance Man Had Faced Japs in South Pacific

1st Lt. William J. Rackowski, who will be well remembered as an employee of the Maintenance Division in Trenton, and one of the first Highwaymen to enter the service, has been wounded as the result of action somewhere in Germany.



LT. W. J. RACKOWSKI

According to meager reports, Bill was severely injured by the explosion of a land mine and after hospitalization abroad was returned not long ago to his country where it is understood he is now convalescing at the Madigan General Hospital, Ward 12-B Section 5, Ft. Lewis, Washington.

Lt. Rackowski's service record dates back to September 1940, at which time he was called to active duty with the New Jersey National Guard with the rank of Sergeant. After a long period of training, he volunteered for over-seas duty and was sent to the South Pacific theater of war shortly thereafter.

Lt. Rackowski is the first Highway employee who has faced the enemy in both the South Pacific

## Connett Article Subject of Praise

"When Servicemen Return," the feature article appearing in the February issue of THE HIGHWAY, has been the subject of much favorable comment. Servicemen, as well as civilians, are of the opinion that Mr. Connett hit the nail on the head and many have expressed the hope that this will be but the first of many articles.

A typical letter was received from P. Dalton Spinelli, Commander of the Charles Henry Chapter No. 17 of the Disabled American Veterans. Mr. Spinelli, who is a member of our Maintenance Division, wrote in part: "I read with considerable interest your article, 'When Servicemen Return'... May I congratulate you on the sober logic and food for thought expressed. I sincerely hope that you will from time to time write more of the returning soldier."

While the American public is generous to the extent of wanting to see its defenders given every opportunity to rehabilitate themselves, it is also prone to forget very easily what is in the minds and hearts of those who have wallowed in the mud of the front lines, lived in filth, trenches and the stench of the dead and the ear-splitting roar of destruction... I am of the firm opinion that these boys and girls will want to throw a veil over the whole thing. It is going to take kindness and gentleness to restore to many of them back to normalcy."







## WARREN HAD SNOW TOO



Just in case you think that all of last winter's snow fell in Warren County take a look at the Warren snow fighter falling through drifts on Route 24 near Hackensack.

## ELECTRICAL FLASHES

**Joe Hunt**  
Johnny Kilpatrick, who usually edits this column, has been absent from the office due to illness. His task has been taken over by the members of the office force, whose first desire is to wish Johnny a quick and complete recovery. Hurry back, boy.

**Joseph Riley**, Chief Torpedoman, has been released from active duty by the Navy and has returned to his position on the Rt. 25 Passaic River Bridge. We are glad to welcome this Veteran of World Wars I and II back to the fold.

**LT. Joe Mahan** of the office force and now a pilot of a B-24 writes from Italy that he and his crew (and oh yes, bombs) have visited some cities that are "out of bounds" according to Hitler.

**Chet Anderson** reports that Chet, Jr., Sergeant with the 1st Battalion 15th Marine Division, has fully recovered from his wounds and is now visiting on two Jims.

**Alcid Wright**, Bill Rasmussen, Art Cadell, Herman Innocenzi, Frank Harris, Chet Anderson and Geo. Goldy from the Electrical Division, reports a good time was had at the banquet of the Highway Bowling League. The boys are now in training—getting ready to attend the banquet of the El Div. Team, which will be held in the near future. P. S. to those who will attend: Don't bring your shoes or ball that night, as they will only add to the load you go home with.

**James L. Hays**, head of this division, showed the writer a copy of the citation received by his son, Major James L. Hays, Jr., when he was awarded the Silver Star. It was something to make and did make—the old man proud.

**March Birthday Greetings to:** Elias Argus, Burrill Adams, Ross Bateman, Wm. Beckett, Wm. Brady, Wm. Cavanaugh, John Connell, Jos. Drosowski, Gus Ely, John Griso, Frank Harris, Dorothy Hudak, Robt. Kinsley, Chas. Kissel, Ed. W. Korb, Sam Mitchell, Michael Scarpon, Chas. B. Stocker, Ralph Stouffer, Fred Tull, Louis Unverzagt, Geo. Zabrickie.

It is with regret that we report the death of **J. Martin Durning** on Tuesday, March 13. Mr. Durning was employed since July 1942 and was assigned to the Lovelandtown Canal Bridge, West Point Pleasant, N. J. He was deeply missed by his fellow Bridge employees and the other members of this division.

The Electrical Division takes justifiable pride in the splendid response of its employees in donating so generously for the purchase of dogwood trees to be planted on the Blue Star Drive in honor of its men who are serving in the Armed Forces. I am taking this means of expressing to the men and women of this Division my sincerest appreciation for their contributions and the whole-hearted manner in which they cooperated to assure the success of this worthy undertaking.

**JAMES L. HAYS**  
Electrical Engineer  
"I ask not for a larger Garden, but for finer seeds."  
Dr. Russell H. Conwell.

## THE HIGHWAY

### Maintenance Notes

GENE BECKNER

A cold and rainy day in the past few days has caused the maintenance men to be busy with the snow and ice on the roads. The men have been working hard to keep the roads clear and safe for the traveling public.

**Upper Montclair**  
**Normal Hancock** has been assigned to the position of Assistant Engineer in the Highway Division. He will be working under the supervision of the Chief Engineer.

### Construction Comments

Fred C. Claus

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The Equipment Division Social Welfare Association held a chicken dinner on the evening of April 4th at the Locust Cafe in Trenton. The affair was held in honor of the newly elected officers of the association and was attended by approximately 100 members.

### LIET.-COMMANDER WILLIAM B. DALLAS COMMENDED

Commendation of Lieutenant Commander William B. Dallas, CEC, USNR, "for excellent service in the line of his profession" has been announced.

### Rate Increase With Length Of Service Approved by Civil Service Commission

The report to the Legislative Commission appointed to study the personnel employed by the various State Departments, Boards, Commissions and Agencies recommended a study of the wages paid to employees on an hourly basis in the State Highway Department.

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## Let Us All Have a Share in Victory

The Seventh War Loan Drive which will begin on May 14th will be in many ways the most important to which we have been asked to subscribe. This is because it will furnish the funds necessary to back our Army and Navy in their final assault upon a groggy, reeling enemy. It will be the home-front's contribution to the K. O. blow that is already on its way.

To be in on this kill, nearly every man and woman in America would donate funds gladly were it incumbent upon them to do so. Instead of that, however, we are being asked only to invest our capital, whatever the amount we can afford, in a guilt-edged security. For every \$7.50 we lend the government, \$10.00 will be returned — a pretty nice profit in anybody's book.

Another thing worth remembering is that any additional Bonds you may purchase through the payroll deduction plan between April 9th and July 7th will be credited to the 7th War Loan Drive. This means you have almost three months in which to help your government and yourself. Let each of us have a share in the glorious victory that draws closer each day. BUY BONDS!—and then BUY MORE BONDS!

## Parkway Bill

(Continued from Page 1)

only travel that is safe and efficient but also scenic and attractive. The enactment of the law brings to a successful conclusion more than ten years' struggle by individuals and associations interested not only in good roads but in good government.

"The difference between a 'parkway' and a 'freeway'," Commissioner Miller explained, "is chiefly one of function. The 'parkway' is reserved for passenger cars traveling to recreational or other areas, but the 'freeway' is open to all types of vehicles."

"The Legislature will pass upon the type of construction when plans are submitted by the highway commissioner and will vote upon the appropriations."

**Parkways and Freeways**  
In general, the new law gives the Highway Department five broad principles which Commissioner Miller summarizes as follows:

"1. Authorization in the construction of parkways for occasional parking areas, treatment of borders and landscape areas and recreational and other necessary non-commercial facilities."

"2. Authorization in the building of freeways to acquire an average 300-foot right-of-way except where more is needed for grade separations and connecting roadways."

"3. Controlled access in accordance with the best prevailing practice of the U. S. Public Roads Administration to lessen the dangers of accidents by cars entering or leaving the route every few feet."

"4. Authorization the highway commissioner to restrict parkways to passenger vehicles but if a whole highway is taken over for this purpose the approval of the Public Utility Commission will be necessary to divert bus lines that have franchise rights."

"5. Prohibition the authorization or conduct of commercial enterprises or activities either by the State Highway Commission or any other agency of the State with in or on the property acquired for or designated as a freeway or parkway, as defined in the act."

With these five important operative principles the State Highway should be able to proceed in planning for the parkways of tomorrow. The final designation of recreational routes as parkways and freeways, as defined in the act, will be the responsibility of the Legislature. The new parkway law is the latest and, in the judgment of qualified experts, one of the best parkway laws in the nation. It may indeed serve as a model for other states to follow.

## THE HIGHWAY

### Highway Honor Roll



### News from Our Men In the Service

**Ernest Van Schoik**, a foreman in the Lands and Div. is now in France. In a recent letter he writes: "This finds me in France and my A.P.O. is now 667. They have been churning it so fast it's hard to keep up with it. Since being here I have already received two issues of The Highway. It keeps right up with the whatever I go. I have never missed receiving an issue yet and always look forward to receiving it."

"There is not much we can say of what we are doing or where we are located in France. It sure is a hum-drum job, but better than the previous command. At least we can look forward to spring and summer and not dread being sent to the front."

"Give my regards to all and hope to be back soon."

Van Schoik's address is: T. 5 Ernest Van Schoik, Co. B, 334th Engs. Regt. (SS) A.P.O. 667, c/o Postmaster, N. Y.

**Sithmits Suggestion**  
Henry K. Johnson, of the Electrical Division and now a member of the Sea Breeze, writes from the Southwest Pacific to say that he is sending in a suggestion to the Suggestion Box. This will make the second suggestion received from that area which is some 10,000 miles from home, and should be considered the epitome of cooperation.

Henry reports receiving THE HIGHWAY regularly and says, "I sure is a wonderful idea of the Highway Department to send the paper to the men in the service. There aren't words enough to say how it makes one feel to be able to keep up with the news. Reading material is very short out here."

On his way to the Southwest Pacific, Johnson stopped off at Pearl Harbor and Eniwetok. He describes the latter place as very similar to the plains of South Jersey, but says that only made him wish that he were back home again.

**Wage Schedule**  
(Continued from Page 1)  
The rates of pay for common labor under the plan will be as follows:

Basic Rate	\$0.66
At End of 12 Months of Service	\$0.68
At End of 24 Months of Service	\$0.70
At End of 36 Months of Service	\$0.72

The rates of pay for the existing semi-skilled and skilled classifications will be subject to the same \$0.02 step-up under the above conditions.

The term of service under this plan is figured as follows: When an hourly employee reaches the end of a year's service during the first half of a semi-monthly pay period the effective date of his increased rate will be the first day of the current semi-monthly pay period. When the year ends during the second half of the current semi-monthly pay period, the effective date of the increased rate will be the first day of the next semi-monthly pay period. This rule is adopted in order that the rate will be made only at the beginning of a pay period.

Effective as of June 30, 1945 there will be no further bonus payment.

## THE HIGHWAY

### ELECTRICAL FLASHES

Joe Hunt

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## THE HIGHWAY

### PLANNING SURVEY

JOHN CHRISTIANO

The Planning Survey is a very important part of the Highway Department's work. It is a survey of the planning work of the Highway Department and its various divisions.

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Fred C. Claus

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David Pettigrew

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Joe Natalie,



## New Efficiency Rating System Becomes Effective July 1st

Construction Division Key Men Meet to Discuss New Method of Employee Evaluation

A new efficiency rating system which has been in preparation for the last year or more will be formally put into operation on July 1st, according to Mr. Eugene V. Connett, Administration Assistant in charge of personnel. This announcement was made at a meeting of twenty-five key men of the Construction Division, including the Bridge and Survey and Plans offices, held in the board room of the State House Annex on Thursday, April 5th, for the purpose of discussing the new system. Similar meetings will be held with members of other divisions from time to time.

According to Mr. Connett, the improved marking system embodies the best features of many successful systems now in operation, and is the result of a comprehensive study of the many factors to be considered in arriving at an equitable appraisal of each employee.

The basis of the new system is a series of questions which are answered by the marker as he feels they apply to the employee being rated. For example, the heading of Quantity of Usable Work, the following questions are asked:

1. Is the amount so small as to be unsatisfactory?
2. Does this employee do only enough to avoid criticism?
3. Does this employee do all assignments in good time?
4. Is the amount of this employee's work enough so as to make him outstanding?

**Comprehensive Evaluation**  
In marking an employee, each question is to be considered as a hurdle, which the employee must surmount and when any descriptive term is considered too high a hurdle which the employee must check the preceding one. This gives the employee a rating on Quantity and Usable Work comparable with what he is actually doing over a period of time.

In addition to the above category, employees will be marked on Quality of Service, Capacity for (Intelligent) Service, — Adaptability, Judgment, Dependability, Personal Relations and Potential Value to the Service.

The first marks for each rating period will be given to each employee by his immediate superior, a second and separate marking by the next superior and a final marking by a reviewer who cannot give a mark higher or lower than the marks already given. No marking shall be done by anyone not familiar with the employee's work.

The markings given each employee will then be subjected to a weighting procedure that progresses geometrically from the lowest rating classification to the highest, with the greatest weight being placed upon excellence. This will result in penalizing the poorer employees and placing a premium upon those who are outstanding.

**Subject to Revision**  
Mr. Connett made it plain that this new system of employee rating should not be considered to be in its final form. It would, he said, be revised in the future where experience dictated the necessity of making certain changes. It was his desire, however, that the first markings, which will be made in July, should be based upon the present form.

It was further disclosed that the Civil Service Commission has given little or no consideration to the marks received under the old marking system which has been used by the Highway Department for a period of over 20 years. Dr. Carpenter, President of the Commission, has, however, signified that should the new system prove satisfactory, an employee's rating as shown thereon would play a part in determining final marks on any promotion examination.

It was the general opinion of those present that the new system offers many advantages over the more simplified old method of marking and will produce a more comprehensive evaluation of all employees.

Among those present at the meeting of the Construction Division Engineers were: C. F. Bedwell, Acting State Highway Engineer; Morris Goodkind, Bridge Engineer; H. W. Giffin, Engineer of Survey and Plans; Harry D. Robbins, Division Construction Engineer; Cyril Wimpenny, L. C. Petersen, Fred C. Claus, Fred L. Gerard, Neil Mac Dougal, E. J.

## Sgt. Chas. Gilbert Wins Bronze Star

Sgt. Charles L. Gilbert, son of Mrs. Bessie Gilbert, of Burlington and nephew of Dave Rodman, who before his induction into the army in February, 1942, was employed in the Maintenance Division in Supervisor Lanzani's Institutional Road Forces, has been awarded the Bronze Star Medal for "meritorious achievement and service" in France, Belgium, Holland and Germany with the 120th Infantry Regiment, 30th Infantry Division of the 1st Army.

Sgt. Gilbert was a member of the famed 2nd Battalion of the 120th or "Old Hickory" Division of the 1st Army whose engagement



CHARLES L. GILBERT

with the Wehrmacht at Avranches, France, early in the European Campaign will go down in history as one of the most bitterly fought engagements of the war. It was the kind of a scrap which fort when we say "The bayonet was an overworked weapon."

The citation received by Sgt. Gilbert reads in part: "... His efficiency and devotion to duty have been an inspiring example to his associates and have been contributing factors in the combat achievements of his organization."

Since receiving the award, Charlie, or "Rene" as he is better known, has been promoted to the rank of Staff Sgt. In a recent letter he said he was sending home a Nazi flag and a German officer's revolver. We'll be expecting Uncle Dave to have them on exhibition some time soon. His present address is Staff Sgt. C. L. Gilbert, 32240888, Hds, 120th Infantry, APO 30, c/o Postmaster, New York City.

**QUOTATION FOR APRIL**  
Dave Pettigrew of the Upper Montclair office furnishes the following quotation:  
A kiss of sun for pardon,  
The song of the birds for mirth,  
One is nearer God's heart in the garden,  
Than anywhere else on earth.  
—Anon.

Osborne, W. W. Voorhees, T. E. Olsen, Harry Marvin, Samuel Bullock, Thomas Stephan, Lawrence McCormack, John Evans, Leland Buzby, Howard Righty, F. W. Tooker, Otto Fritzsche, J. E. Kersey, William VanBremen, M. H. Ross and E. J. Davison.

## THE HIGHWAY A STREAMLINED BEAUTY



In 1919 this T-model Ford was the latest thing in State Highway automotive equipment. Notice the oil burning lights and the blimp-like tops of these old jalopies could be lowered and this raised the speed of these old timers to as high as 40 M. P. H. although there were always those who claimed more.

The young fellow seated on the left with his cap reversed is Howard Righty, who now supervises the Upper Montclair office of Survey and Plans during the absence of Lieut. Col. William Braybrooke. Next to Howard is Charles Matthews of the same office. Charlie is now in charge of the right-of-way plans. The seal on the car is the work of a local sign painter and was rather unique in those days since they were laboriously hand painted.

## Maintenance Notes

—GENE BECKER—

The early warm weather has enabled the Maintenance Division to get an early start on its annual surface treatment program. Ken Craft, Supervisor of Materials, has scheduled the first applications for Supervisor John W. Kelly's Southern District. The first unit was placed in operation on Route 44 near Bridgeport on April 16th on Foreman Wilmer Duncan's section.

Route 47 for Foreman Louis Dilke. Supervisor Earl Storer has assigned Raymond Drake to inspection duties on the Bridgeport work and Fred Baker to Millville.

Herman Schutts, member of Paul Henny's maintenance crew in around Clinton, who was injured in an auto accident while cinderling an icy hill on Route 30 on January 2nd, has recovered and returned to work April 2nd. Russell Bigelow, who was injured in the same accident, is still incapacitated. Fred Porter, another member of this same crew, is now ill at home under a doctor's care.

Our sincerest sympathy is extended to Isaiah Youmans, an employee in the crew of Foreman Ed Koch, whose wife, Minerva, died Saturday, March 17th.

Cpl. Horace Carl writes from Camp Crowder, Mo., to inform us that he arrived safely in camp after motoring from Trenton where he was recently on furlough. Jim Dowling, Ken Craft and Charlie Fearnley mapped out his route for him and he says it was an excellent job. His observations in regard to the large size of route markers used in some of the States he crossed was interesting. He reports that such markers at important junctions would sometimes run as large as 4'x5' in size.

Gerry Cahill says that on a recent trip to New York he stopped at one of the better known eateries for lunch and asked for the \$2.00 dinner and the waiter inquired, "Yes, how do you like it, sir—on white or rye?"

Harry Hill, of the Ten Year Club Membership Committee, reports having received an application from Sgt. James Bruthers of Germany. To Harry's knowledge, this marks the first application for membership in the Club from a foreigner. Bill says disappeared in nothing flat. Maybe it will be just as welcome to your boy.

Thomas Stevens, a member of Foreman Bill Miller's maintenance crew, and Peter Roegis, who works for Foreman George Beattie up around Paterson, have returned to work after being home ill for some time.

## Highway Bowlers Open Tournament For Championship

Enter Mercer County Handicap Competition

The Highway Bowling League has been given the unique distinction of opening the 1945 season of the Mercer County Bowling Association on April 1st. The eight teams which have received the various divisions of the Highway Department, own league for the past two years will vie with keepers of leagues to determine the championship combination of the season. In keeping with the bow opening this tournament will be held at the Slocum Bldg. on Pennington Road. The first night will be known as Highway Night and the first ball will crash into the at 8 P. M.

**Race Near End**  
The participants in the Highway bowlers in the Mercer County Tournament is a tribute to the tireless efforts of Peter Tuozzolo, Projects Division, who has served as president of the Highway League during the past season. The league is the result of the tireless efforts of the league's officers as Tim Brennan, Paul Stevens and Art Cadell, to name nothing of our younger bowlers as they match their skill against the best competitors in this vicinity. The second half championship of the Highway League is rapidly drawing to a close. As was the case a year ago, Equipment Administration are battling for first position in the race entered in final stages with the former two holding a two game edge. The other six teams, representing the Fernwood Guards, Machine Shop, Painters, Electrical Division and Equipment Inspection, are closely bunched behind the leaders.

As an indication of the caliber of games Highwaymen may expect to see in the forthcoming tournament, Frank Matzer recently came up with a 265 score for a high single game league record.

## PROJECTS PARAGRAPHS

E. L. MEYER

Jesse Brannin, our Projects Engineer for Salem and Gloucester Counties has been confined to his home in Franklinville with an attack of quinsy. We're glad to hear he is practically recovered from it.

Bernadetta Johnson has kept the office free from interruptions with the numerous trophies and souvenirs sent to her from the battle of Iwo Jima. They have been varied from a large Nazi flag to beautiful rosaries and even a regulation size pair of Dutch wooden shoes. The arrival of a small painting of a Holland landscape including a cut-out snapshot of her boy friend standing on the wooded bank of a canal. The idea is really clever and quite unique.

There has been little news lately from our men in service. About the only new item is that of Lt. Ed. Scott, formerly secretary to Mr. Harris, who was last heard from in India where he was traveling about the country by himself.

Dick Glasgow recently purchased a summer cottage at Parkertown, just north of Tuckerton. He was fortunate in finding one well furnished with an electric refrigerator, pots and pans and all sorts of things that are difficult to find these days. Some of the boys have been threatening to go down there for a housewarming and to help a little with his fishing.

Johnny Houman is using his fishing hours and spare time to help in the war effort. He is now driving a taxi and enjoying it.

Pete Tuozzolo has been lending his assistance to our audit Mr. John Ruhlman and Frank Hullah, but now that spring is here, he is looking forward to getting out on the road again, and we don't lose him a bit.

Frank E. Harris was recently appointed to the position of order for Lawrence's Two Menor in his language, which reminds us in his new endeavor.

# THE HIGHWAY

VOLUME 3 — NO. 10  
TRENTON, NEW JERSEY  
MAY, 1945

## DALLAS RECEIVES COLORS



Commodore J. R. Perry, at right, Commander Area Construction Brigades, presents battalion colors to Lt. Cmdr. W. Dallas.

## Seabee Outfit Signally Honored

A Pearl Harbor newspaper clipping reveals that Lt. Cmdr. William Dallas, CEC, USNR, as officer in charge of the 302nd Naval Construction Battalion was presented with both colors and a battalion flag at the Seabee Amphibious Force Pontoon Assembly Center, Commander J. R. Perry, Construction Division, U. S. Navy, at the Packer Hotel in Perth Amboy. After the playing of the National Anthem the forty members present and their guests enjoyed an excellent meal.

James Lipari, president of the organization, opened the business program and told of the growth of the Association from the time of its inception three years ago with sixteen members to its present status of 93% of the employees eligible.

Commissioner Allardice, the toastmaster, read letters from Mr. J. Stanley Herbert and Senator Hayden Proctor who were unable to attend.

Frank Walker, legislative agent of the Civil Service Association, and George L. Crosson, president of the Monmouth County Council No. 9, Civil Service Association, spoke on the advantages offered by councils and state associations to employees.

Eleven new men were then accepted into the organization and Mr. Lipari presented Don J. Henderson, Superintendent of Drawbridges, with a citation in recognition of work done in behalf of the reclassification.

James L. Hays, Chief of the Electrical Division, was introduced and presented with a citation, after which he expressed gratitude for appreciation of the association and lauded the men for their part in bringing about the reclassification.

The meeting was then turned back to the toastmaster who introduced Joseph Mulligan, president of the State Civil Service Association. Mr. Mulligan commended the efforts of the Association in integrating the works of the men and the officials, and also paid tribute to Mr. Hays and Mr. Henderson for service rendered outside the regular line of duty in developing the present constructive plan.

Mr. Eugene V. Connett, Administrative Assistant, spoke on personnel and its relationship with Civil Service. He also mentioned the spirit of cooperation shown by the delegates of the Bridge Association when presenting matters for adjustment.

Other guests of the Association were John T. Deeter, Edward W. Downs, Russell Henry, Joseph Hunt and John Kilpatrick.

## V-E Day and After Norton Escapes From Nazis

The official proclamation of V-E-Day by the President of the United States on May 8th brought to every American not only a sense of deep gratitude that the war was over in Europe, but also the hope that the victory over Japan would not be long delayed. As the President said in part in his brief but moving proclamation, "The victory won in the West must now be won in the East. The whole world must be cleansed of the evil from which half the world has been freed. United, the peace-loving nations have demonstrated in the West that their arms are stronger by far than the might of dictators or the tyranny of military cliques that once cuffed us soft and weak. The power of our peoples to defend themselves against all enemies will be proved in the Pacific war as it has been proved in Europe." It was in keeping with the mood of the American people for the President to summon them to a day of prayer and thanksgiving and dedication "to the memory of those who have given their lives to make possible our victory."

But the President also was prompted to say in his address to the American people that the watchword for the future was "work, work and more work." His injunction has been echoed and re-echoed by all our leaders. We must not relax our efforts or diminish our cooperative endeavors until final and final victory has been achieved in the East. The realization that millions of our men and women in the Armed Forces, who are now in Europe, will be transferred to the Pacific, will increase our determination to continue our labors undiminished.

For us in the Highway Department there are still well over 400 of our men and women in the Armed Forces. Many of these are now in the Pacific theatre and others will presently be there. To them and to all others in our Armed Forces we must pledge a continuity of effort and an unyielding determination to see that we at the home front support those on the fighting fronts till victory is won.

V-E-Day then, is a day of thanksgiving rather than unlimited rejoicing. It does not mark the end of the road for the Armies of Liberation; it does mark a most important milestone along the road. Let us, therefore, on the home front continue to support our Armed Forces in the field and let us go forward together to complete the unfinished task which is before us!

Spencer Miller, Jr.  
State Highway Commissioner.

## Son Killed in Action



Pfc. ANTHONY PERRUCCI

brother, John Perrucci, in a trucking business.

In addition to his parents, Pfc. Perrucci, is survived by two other brothers in the service, Pfc. Angelo Perrucci, stationed at Fort Leonard Wood, Mo., and Pfc. Arthur Perrucci, formerly attached to the Army Ordnance unit, who has been overseas 17 months and recently was transferred to an Infantry Division and is now in Germany.

Also surviving are two other brothers, John and Ernest, and two sisters, Amelia and Gloria, all of whom are at home.

Just last month there was reported the death of Cpl. Thomas Yannotta, USMC, on Iwo Jima, son of Mr. and Mrs. Joseph Yannotta. Mr. Yannotta and Mr. Perrucci work in the same maintenance crew. This second death within the period of one month of sons of men in this crew brings the war tragically home to this small group. On behalf of Highway employees everywhere we extend our heartfelt sympathy to their survivors.

We are sorry to report that your editor, W. Carman Davis, has been laid up with a back ailment since Friday, May 11. After several days at home, he was taken to Mercer Hospital, Trenton, the following Tuesday and at this writing is still confined there. Carman's trouble developed just as he was in the midst of preparing your paper for publication, and he has had to rely upon his Girl Friday, Miss Marion Hester, to put the final touches on this issue of THE HIGHWAY. We think you will agree that she has done an excellent job. It is hoped that Carman will be back with us soon.

## Tells Own Story of Atrocities

A gaunt, haggard Highwayman arrived home recently with a tale of Nazi atrocities that will live in the memories of those who were privileged to hear his story. He was Pfc. Whitney F. Norton, a former member of the Electrical Division, recently discharged from an army hospital after recovering from battle wounds and frozen feet.



WHITNEY F. NORTON

As a member of the 32nd Infantry, Norton had fought his way across France, Belgium and into Germany. He was in the Ardennes when the Germans broke through in the now famous Battle of the Bulge. It was there that he was taken prisoner on December 27th and was to learn at first hand the horrors of internment in a Nazi prison camp.

After being captured, Pfc. Norton together with eight other members of his patrol were taken 50 to 75 miles behind the German lines and quartered in a large slave labor camp. Here he saw at first hand the atrocities that have only recently come to light, and here, too, experienced the cruelty of the Nazis. Being knocked down and kicked for failing to divulge military information, they were herded into a "barrack" made of warm water into which were thrown pieces of stale bread. This was served twice a day.

**Plan to Escape**

During their first night in this German prison camp, Norton and his companions heard machine gun fire nearby. Shortly after this a large dump truck rolled into the compound and was loaded with bodies of those whose execution he had just heard. They also noticed that after loading the truck the detail in charge of it went to a nearby building leaving the truck unguarded. Other prisoners told them that this happened every night—first the machine gunning and then the loading of bodies.

For two nights Norton and three of his companions, who were physically able to make an attempt to escape, heard the murderous firing of machine guns and saw riddled bodies of victims piled high in the huge truck. Carefully they noted how each night the detail in charge reported to the same small building before driving away with their gruesome cargo. This never varying routine seemed to offer a means of escape and they spent most of the day discussing every possible detail. When at last their plans were perfected, they waited for the truck on the third night. But let us hear the story in Norton's own words.

"It seemed as though the clock stood still. Time never dragged more slowly than it did after darkness came that night. Finally we could hear a lot of voices and then the machine guns began to rattle. Before long the truck drove in and they loaded it with bodies.

(Continued on Page 2)



## THE HIGHWAY

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In the Interest of Its Employees

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## THE MIGHTY SEVENTH

The 7th War Loan Drive started May 14th and once again we here on the home front are given our chance to do something real to help win the war. Individuals are asked to take on their biggest quota to date—7 billion dollars, 4 billions in E Bonds alone.

You may have asked yourself these questions, "Why this biggest of all individual quotas now? Haven't we already reached the peak?"

A fair question—requiring a straight answer. The fact is the money is needed for war. The Battle of Japan has just begun. It must be backed up and paid for. While the war in the West was our major concern, we were not able to go all-out against the Jap. But neither has the Jap. The Allied Military Command tells us that the destruction of Japan's armies has not yet reached the annual rate of normal replacements—between 200,000 and 250,000 men yearly. And the Jap, as our men in the Pacific know, fights to the death.

With the defeat of our enemy in the West, new tasks confront our military forces. Millions of fighting men—freshly outfitted and equipped—will have to be moved from Europe halfway around the globe; and supplied day-in, day-out by hundreds of new ships now building.

More of everything will be needed. More B-29's. More tanks, half-tracks, jeeps, and trucks. More rockets, mortars, airborne radar. And something new—the P-80 or "Shooting Star." Watch for it.

Too, there is our obligation to the sick, wounded and disabled who will require medical attention and care. Many millions of dollars will be required for mustering-out pay and benefits voted by Congress to help our veterans get started in civilian life. That's the least we can do in return for what they've done for us.

Just the other day a letter came to the offices of THE HIGHWAY. It was written from out in the Pacific by Capt. Ciro P. Mastronardy, who formerly worked in the maintenance field crew under the supervision of the late William Hagin and who is now assigned to the 251st AAA Group on duty somewhere in the Philippines. Capt. Mastronardy has been in service since March 9, 1942, and to quote in part from the letter received from him dated April 18, 1945, he says:

"This via air mail plan is a very good idea and the thoughts expressed in the February issue very true. I will appreciate receiving THE HIGHWAY under the new plan and hope you will accept my contribution to the fund, enclosing money order, and if the subscription to this fund is filled I would like it to be used to sustain the publication of the paper."

"I am now somewhere in the Philippines and can reveal my last station which was Bougainville of the Solomon group. . . . Wishing all in the Highway Department continued success in all their endeavors and a speedy return to the normal way of life."

Sincerely,  
(Signed) Ciro P. Mastronardy  
Capt. — CAC

We think there is a lesson in this letter for all of us here at home. When a young man in the Pacific can find time and the will to send home to us a money order to help out in our efforts, is it asking too much for us to loan our money at a good rate of interest to see that men with his spirit have the things they need to defeat our common enemy, the Jap; and thus sweep the Pacific clear of fascist hate—forever.

Remember—we are not being asked to donate anything. When you invest in War Bonds you know your money will do three things:

1. It will go to work promptly to help win the war.
2. It will aid in overcoming the dangers of inflation today and in the days ahead.
3. As money saved, it will be yours to spend some time in the future when your need for money may be greater than it is today and when you may really be able to buy something worthwhile with it.

There will be only two War Loan Drives this year, not three as in the past. We are asked to buy more bonds because only in this way can we make 2 take the place of 3. The State Highway Department has had a splendid record in past drives. To raise the vast sum needed we will all have to make an extra effort. Let's do our part. Buy that extra War Bond today and keep on buying—for our own sake and for our country's.

THE HIGHWAY

## Highway Honor Roll



## News from Our Men In the Service



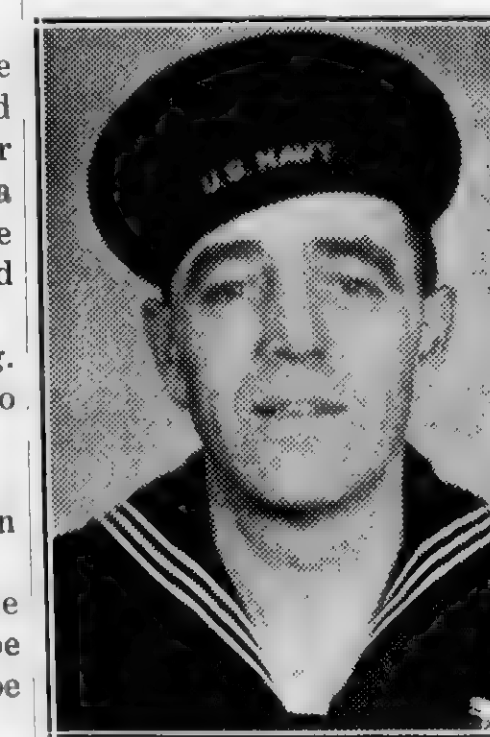
JOSEPH F. MURRAY

T/Sgt. Joseph F. Murray, formerly an electrician at Fernwood, is back in this country on a 30-day leave after 29 months in North Africa, Sicily and Italy as a member of the 15th Air Force.

Joe was proud of the part his outfit played in bringing the European war to a successful conclusion. Among the targets bombed by the 15th Air Force include the Ploesti oil fields, Normandy, Southern France, Foggia, and many points in North Africa and Europe. As a result of these exploits, Joe wears three Presidential Citations and ten bronze campaign stars.

As the age of 44, Murray would like to leave the war and return to his peacetime pursuits with the Equipment Division. We wish him a full measure of good luck.

## With Equipment Division Again



HARRY DITAR

Harry Ditar, after a lengthy sojourn in the Navy, has returned to permanent employment with the Equipment Division. He is now stationed at the Merchantville Garage in the capacity of a mechanic and is one of many Highway-men who will return to their former employment in the near future. Good luck.

## Wille Injured in Action For Second Time



JOSEPH P. WILLE

Sgt. Joseph P. Wille, who formerly worked in the maintenance crew now under the supervision of Foreman C. V. Dickinson, was seriously wounded in action on March 7th somewhere in Germany. The injury was the result of the explosion of a land mine.

This was Sgt. Wille's second injury of the war. Previously he was wounded in Belgium on September 19, 1944, and remained in England for hospitalization. He returned to active duty on Christmas Day, 1944, and remained in action until his injury on March 7th. He has been awarded the Purple Heart, the Expert Infantry Combat Badge, and just recently received two Oak Leaf Clusters. Sgt. Wille was inducted into the service in April, 1943. He will be remembered as the son of the late Joseph B. Wille, who was also in this Department and who met his death in an accident while working on the job back in April, 1935, when the road-scraper which he was operating was struck by a truck and trailer along Route 25 near Bridgeboro.

## With Patton's 3rd Army



FRANK VAN SYCKLE, JR.

Pfc. Frank Van Syckle, Jr., son of Frank, Sr., of the Maintenance Division is serving overseas with an Engineer Combat Battalion of Patton's Third Army. In an article in "Stars and Stripes" recently Gen. Patton commended his Division for their crossing of the Moselle River while making the Koenigsmaier bridgehead in the campaign for Metz. The crossing was made "against terrible weather and hard enemy opposition." At the rate Patton's army has been moving lately, Van's theme song must now be "Just One More River To Cross."

Before entering the service in August, 1943, Pfc. Van Syckle was employed in the same Maintenance Crew with his father, Frank Van Syckle, under Foreman S. H. Titeworth in the vicinity of Washington, Warren County.

## Sweeney in Major Battles

A letter written at sea by Raymond L. Sweeney, formerly of the Electrical Division, states that in the course of three months he has taken part in the liberation of the Philippines, the battle of Iwo Jima, and is now engaged in the third major battle which is nearing completion. Ray, who is a Gunners Mate 1st Class, gives his address as USN Bull—APD—78, Fleet P. O., San Francisco Calif.

## Your M. C. presents—THE LADIES... Bless Them

With the news of Theresa Ryan's first wedding anniversary celebrated with a week-end in New York, comes the realization that it is also the first anniversary of your M. C.'s who introduced The Ladies (Bless Them!) with an account of Theresa's wedding.

Thus we begin a new year with a new name. While Sarah Shulman has long been a familiar figure at the M. C. table, we just recently learned that she is an engaged couple figure at the M. C. table where she deserves an hour.

To Anna M. Manion and Ruth Barbour on the loss of their respective mothers, we bring you the following words home comfort.

There are those who are thankful for the loss of their mothers. Whose heartfelt sympathy is yours.

In the loss you have to bear.

It's good to see Lillian Haggback to work and hope that her husband has fully recovered.

Vacation time looms near and Bernadette Johnson initiated the season with a pleasant visit to York, Pennsylvania. Helen DiBorio, too, has been vacationing with her husband who recently returned from overseas on a furlough.

While Winifred Brady awaits her turn, Ruth Moran has already undergone a minor operation. Were "get well" wishes still in shortage of points to wish Ruth on the road of speedy recovery.

## Norton Escapes From Nazis

(Continued from Page 1)

We waited until the soldiers left the truck and then climbed in and covered ourselves with the dark canvas. After about five minutes the truck stopped and we could feel the body raising up. We slid out of the truck and into a long deep hole. After a while the smell was terrible and we could hear moaning in the pit. We lay very still until we heard the truck drive off and then carefully worked our way to the top where we took off our uniforms and replaced them with clothing we stripped from some of the corpses. "After looking around to be sure that no guards were in sight, we climbed out of the pit and started westward. We walked all night and when daylight came we lay hidden in the snow and waited for darkness to come. We followed this practice for four days and nights before we met up with the advancing American forces and rejoined our outfit."

Gets Silver Star  
Prior to being captured, Norton had been awarded the Silver Star for knocking out an enemy tank with a bazooka and capturing an SS officer who had valuable military information on him. He would not elaborate on the details of the episode, preferring to talk of the valiant work of the famous 8th Infantry Division.

On January 13th Norton was knocked out of action with frozen feet and a severe shrapnel wound in the hip. On top of this he suffered a bad concussion which accounts for the fact that the last he remembers of his capture was when he regained consciousness in a front line hospital. Of course he wears the Purple Heart.

Norton is the son of Mrs. John O'Neill, of 68 Beechwood Avenue, Trenton, and the nephew of Capt. Col. E. R. Sherbaum, former Chief of the Electrical Division and is now making his home at 235 Rutgerford Avenue, Trenton.

## BUY WAR BONDS

One of our recent visitors was Jim Sweeney, on furlough from the Naval Base at Norfolk, Virginia. He has been in the Navy since his appearance in life in the Navy agrees with him.

May, 1945

## ELECTRICAL FLASHES

John Kilpatrick

Electrical Bowling Club second annual dinner at the Lab. on May 3rd. After the meal, George Goldy, Clubmaster, presented the "Red Cross" awards for the low scores of the season. Events that also mentioned were the high scores and the showing of the Electrical Division team with high scores on the opening night of the Mercer County Handicap tournament. Those present were Captain Arthur Cadell, John Kilpatrick, Armin Innocenti, Frank Starnes, Chester Anderson, William Samuels, George Goldy, John Kilpatrick, Thomas Borden, Edward McCabe, Alcaid Wright, Russell Cook, Joseph Mizur, Arthur Nelson, George Engemann, Jacob Bower, Charles Brennan and John Kilpatrick.

Among the Electrical Division members who are contributing to an effort by raising food, we mention the high scores of the several acres of tomato farms for sale to commercial tomato farmers.

We wish to express our sympathy to Herman and Abraham Silverman of Newark on the death of their mother.

Joe Hunt received a letter from Richard Goldy, stationed at the Naval Landing Force Equipment unit at Norfolk, Dick says among other things that it's like highway emergency down there 24 hours a day, every day. He expresses his appreciation of "The Highway." Mail will reach him at Richard Goldy, E.M. 1c, P.O. Box 1, Norfolk, Va. Dick managed to get home recently to celebrate his wedding anniversary.

Frank Harris had a hot time recently when he and his wife were in the middle of the night. They found their apartment was on fire. They had to leave by the back door and ended up in the street. Frank was burned about the face and hands and his wife was overcome by smoke.

The Highway Credit Union has closed some of its idle cash in support of the Seventh War Loan drive. The purchase of a \$1000.00 War Bond.

Art Cadell is on the sick list today with a heavy cold.

We wish to welcome Miriam Hand to the new Electrical Division File Clerk, replacing Donna Sica, who resigned to accept a position with the Bureau of Economic Development.

Birthday greetings for the month of May are due to the following: William Allen, Harry Batchelder, Alexander Dickson, Frank Ellwell, Philip Guerrieri, Clark C. Harris, Joseph Hogue, Charles Howell, Leonard Liebich, William Longacre, Phineas Marr, Joseph Marone, Grace Moore, Gerald Murray, Howard Pearce, Orville Stillwell, Percy Stuermann, and Edwin Wheeler.

## LAND AND LEGAL

ED DRAKE

Pat Ward's daughter, Lt. Althea Ward, after three years' service as an army nurse in the South Pacific, is home on leave.

We are glad to report that the leg has been removed from Grover Brown's leg and he is now able to walk with the aid of crutches.

Although Harry Denmead got a start in marriage, he is striving to get ahead of the younger members of the Title Bureau. He is expecting the stork to make another visit in the near future.

We are happy to report that Ben Ward is rapidly recovering from a recent operation.

Depest sympathy is extended to Ann Manion on the loss of her mother, who recently passed away after a lengthy illness.

One of our recent visitors was Jim Sweeney, on furlough from the Naval Base at Norfolk, Virginia. He has been in the Navy since his appearance in life in the Navy agrees with him.

THE HIGHWAY

## MEET THE GANG



This group of men forms the landscape maintenance crew under Foreman J. E. F. Johnson, operating out of headquarters in New Brunswick and covering the Central Landscape Division in the surrounding territory. Reading from left to right are:

First row, Frank Clark, Raymond Sears, Max Bohac, Joseph Komives, John Gallino, Joseph Jablonsky, Michael Saldarello, Frank Georgianni, Antonio Nastasi, Ignatius Messores. Back row, Walter Guntosh, Peter Decker, William Burd and Charles Ludwig. In front of the crew are Assistant Landscape Foreman Bradley Sine and Landscape Foreman J. E. F. Johnson.

One activity in which this crew is playing a major part is in connection with the planting being done on the Blue Star Memorial Drive section of State Highway Route No. 29. All of the planting thus far done on this section of highway has been performed by the men in this crew and they are justly proud of their part in this commendable work.

Frank Clark is one of the real veterans in the Landscape Division. He has had over 15 years' service in this crew and was one of the first men to be employed in the Landscape Division. He is now operating a truck, but has also served the Department in the capacity of foreman, having had charge of the Northwestern Landscape District from November 1, 1943 to December 31, 1944.

The gardeners in this crew are Mike Saldarello and Frank Georgianni. Mike can be found almost any evening working in his garden, and Frank keeps himself busy maintaining two large garden plots.

Max Bohac and Joseph Komives are the power mower operators in this crew. Max is an ardent fisherman and Beach Haven fishing is his favorite diversion. Joe bears the nickname "Casey" and in addition to his power mower duties is an accomplished tree trimmer. Joseph Jablonsky is one of the truck operators and is also a good tree trimmer. He is also the fellow who is responsible for the excellent shape in which this crew's power mowers are kept.

Raymond Sears, John Gallino and Antonio Nastasi came to this crew from the construction activities conducted by the Maintenance Division on Route No. 25, and have been valued members ever since. Gallino is a member of the Police Reserve of Highland Park.

Ignatius Messores has the responsibility of keeping the grass down in those places inaccessible to the power mowers with a hand mower and sickle. You fellows who perform this job in your own yards, can sympathize with him in this work.

Peter Decker was recently discharged from the army and has many wonderful stories to tell of his experiences. Several members of this crew commute some distance to their work each day. Walter Guntosh commutes from South River. Charlie Ludwig comes from Cranbury. One of Charlie's responsibilities is that of keeping all saws sharp and set, a job at which he is an expert. William Burd commutes every day from Jamesburg and runs a misses a day. A very quiet and unassuming gentleman, he is an excellent power mower operator.

Bradley Sine is the Assistant Foreman in this crew and commutes each day from Lambertville. Brad maintains a greenhouse in that community, which keeps him stepping plenty nights.

"Jeff" Johnson, the Foreman in charge of this crew has his own special hobby. He is an accomplished pianist and organist, giving lessons on the piano and functioning as official organist in one of the local churches. Although we have never had the pleasure of hearing "Jeff" play, we have it on good authority that his accomplishments in this field are of a true professional character. Some one of these days we're going to insist on a "Command Performance."

Considering the crew as a working unit they represent one of the best-balanced crews in our Landscape Division and the results of their cooperative work is well represented by the fine shape in which you will find the roadsides in their territory.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Joe Thiel learned in a very definite manner the whereabouts of his son, Joe, Jr., by reading a statement in the Philadelphia Record on April 15th that the 6th Marines had landed on Okinawa Detachment. Tech Sgt. Michael Matzer had landed on Okinawa with the 6th Marines and has been in the South Pacific area for 2 years, having participated in several invasions.

Word has been received by Tim Brennan from his son, Jim, who is also a corporal. Jim is with the Marines on Okinawa and took part in the Iwo Jima invasion.

The Western Union recently dispatched good news to John Seaman and Matty Matzer, both garage attendants at Fernwood Station.

## PLANNING SURVEY

JOHN CHRISTIANO

Joseph P. Severn, R. T. 3, better known to his friends as "The Whip," was home on furlough recently and stopped in to say hello to a few of his old cronies. Joe came in from Chicago where he has been studying radio. Nice seeing you again, Joe. Good luck and hope you're back soon.

What puzzles us is where Ed Streck gets that gum. Obviously no shortage there, and judging from the mileage, it must be natural rubber.

Those of us who haven't spent a summer working with Tony Amalie wonder if that cap comes off with the change in season. Why worry, Tony, there's no surplus hair adorning any of the men around here.

Mr. Bird, the Chairman of the Red Cross Drive in our Newark Office, is well pleased by the generous response of the local personnel. And why not, especially after the speech he delivered.

Bill Pfister, Drainage Engineer of the Montclair Office, drops in occasionally on business, and we always welcome his cheery presence.

Louise Becker is undergoing observation at the Paterson General Hospital for a thyroid condition. Hurry and get well, Louise. We miss you at the office.

Hervey Deane is back in the office after three weeks in the Hoboken Engineer's office.

Dick Hawthorne and Henry Gahr repaired the shades in the office last week—a big improvement.

The Department extends its deepest sympathy to Fred Guntether and next of kin on the passing of his mother.

Ed Streck says he will paint the outside of his home if someone will tell him which side to start first and why.

Anthony Verdi, from up Netcong way, stopped in to say hello. Tony's brother was one of the boys at Corridor when it fell. The Verdi family last heard from their brother last August. Let's hope you hear from him soon, Tony.

Miss Schlank is back with us after a few days illness.

Florence Francke of the front office is taking sewing lessons at the Singing Sewing Center. She looks as though some of the bachelors in the Department won't have to worry about shirt buttons being missing anymore.

## Give Transfusions

Another example of the way in which the State Highway blood typing program works in emergencies was illustrated in the case of Mrs. J. Davidson, wife of "Zeke" Davidson of the Southern Construction Division office. Mrs. Davidson was in need of emergency transfusions prior to a serious operation and reference to the blood types of Highway employees now on record disclosed that there were many of the type desired. As a result, Walter Johnson, Jack Marren and Norm Schaller of the Laboratory, Cyrus Card of the Auditing Division, and James E. Kersey of Survey and Plans, donated to the cause most generously, thus making it possible to proceed with the operation and subsequently contributing to her present state of convalescence. Zeke is exceedingly grateful to these fellow-workers for the valuable service they have rendered and wishes to express through the columns of THE HIGHWAY his sincere appreciation of The Highway Blood Donor Service originated by George Heffernan.

and son are doing nicely and Al, Sr., probably will be all right, too.

George Callan and Austin Day, who have been on the sick list for over 3 months, have returned to work. Welcome back, boys!

On Monday, April 16th, Bill Rockford, John Wain and Angelo DeBlasio journeyed to Glen Gardnerville to be committed to a blood transfusion for Leon Anton who is to undergo an operation. Leon was formerly chauffeur for Harry Robbins.



Construction  
Comments

Fred C. Clair

WOODLYNNE

Bill Hurley

Captain Robert B. Haight, who was employed in the Woodlynn Office before joining the Armed Forces, writes from Germany as follows: "As you have probably read in the papers by now, we've been seeing plenty of Germany in the past few weeks, and I must say that a good deal of it was blurred—we were moving so fast."

"On the way we passed a great many people going in the opposite direction, namely German prisoners and forced laborers liberated by our rapid push. The prisoners had mixed expressions—some look mightily happy about the whole thing, some surprised and confused—all with hands over head."

"The forced laborers were from practically every country in Europe, but the majority of them were Russians, Italians and Poles. They were a heartwarming sight to see in the manner in which they accepted their 'hour of liberation.' They smiled and cheered as we rolled past them and shouted that they had been waiting for years for us to come."

"They were a sorry looking group, dirty, unshaven and dressed in tattered rags as they passed the wreckage of German vehicles on the road, they scrambled among the debris to find scraps of food and articles of clothing. Many took time out to strip and change over to the clothes they had found right on the road, with little thought as to the results if and when they were found in German uniforms."

"The clation of these people at being freed made me feel that perhaps there is some point to this war after all."

"Have been receiving the 'Highway' regularly and must say that it serves as a very close tie to the activities in the Department." Enclosed in his letter was a clipping from the Stars and Stripes with the following bit of interesting news: "The United Press says that Germany's super-highways were copied from the New Jersey highway system. Fifteen years ago, a group of German engineers went to New Jersey and were given every opportunity to study the state's Pulaski Skyway, the Woodbridge clover leaf intersection and many other facilities designed to speed traffic."

Bob modestly informs us of his promotion to Captain simply by saying that some changes have been made and that he is happy about the whole thing. His new address is Capt. R. B. Haight, 0-1166731, 420th Armo. F. A. Bn., A.P.O. 260 c/o Postmaster, New York, N. Y.

## UPPER MONTCLAIR

David Pettigrew

A delightful visit was paid this office by one of our former colleagues—no other than Capt. Archie VanBlarcom. Van, who at present is Post Engineer at Bayonne with the New York Port Embarkation, looks well although a little on the stout side.

Technical Sergeant Clifford R. Radus, son of Resident Engineer Maurice Radus, is doing his bit as engineer also, being Radio Technician at Allied Supreme Headquarters, Paris. He writes his work is interesting as are also the many well known persons he is meeting in his daily contacts. Cliff wishes to be remembered to all his friends in the Highway Department.

Sid Neville, who has been breaking all records for the scrap drive in the Town of Ridgely and Bergen County, has now been made Chairman of the National Clothing Drive. Sid is also commander of the American Legion Post.

Lawrence Kavanagh is now recuperating from an operation. We are glad to hear that everything went favorably and he is now on the mend. Good luck, Larry, from all the boys.

## TRENTON

Alex Cohen

While momentarily at ease near a highway intersection on the eastern front, Captain Olie Doll stood watching an artillery outfit rumble by. Suddenly a call of recognition and there was Bob Millman passing by with the artillery unit. Time did not permit even a few seconds together. Just a wave and so long—like ships passing in the night.

## Make Ready for Spring Repairs



The arrival of Spring is hailed in many ways. The poet sings of love, the farmer tills the soil, and throughout the countryside the buds burst forth in bloom. But to the maintenance man snows and freezes of the winter just passed.

Under ordinary conditions joints are poured during the crisp days of autumn when cooler weather contracts the road slabs. This year, however, due to manpower shortages, much of this vital work was laid over until Spring. The group above were busily filling joints along Route 30 when they took time out for the above photograph. They are part of Foreman Jack Taylor's crew and from the left are: Tom Connor, Charlie Williamson, Ed Hunt, Virgilio Angelini, Louie Cocula, John Ricassoli and Angelo Angelini.

Virgilio has two sons in the service, one of whom is in Europe, while Cocula and Ricassoli each have one son serving their country. The Angelini brothers are the veterans of this crew having joined the forces of the Highway Department back in 1927. Others with more than ten years service are Ricassoli (15) and Hunt (12).

PROJECTS  
PARAGRAPHS

E. L. MEYER

Major Al Faxon writes from Germany, April 6th, that he has been across the Rhine more than a week and is right up front with the spearhead headed toward Berlin. Al is with the Field Artillery and he reports that the entire division he is with was completely motorized for the big push.

According to Al the Germans are "Kaput" but don't realize it. However, the war and destruction is finally being brought home to the men who have been terrorizing Europe for so many years.

He says the towns are devoid of anyone but the old, and slave laborers. The Germans are coming to understand death and destruction and they sure are catching it from the heavy guns.

Al is looking forward to the day he can cease this destruction and get back to worth while construction. He's been wondering how the Highway has been getting along without labor and materials.

A letter that Al wrote to Dick Glasgow while he was stationed on the Rhine came to the Editor. The second time Dick got the letter.

We hear that Lt. Ernie Topping is still in the Carolines. He is busy running the survey parties engaged in making a topographical map of the island and working around the world's largest Air Station. They handle B-29's, etc.

Lt. George Packer is back in civies after having been honorably discharged from the Army about the middle of April. George has started back at work in his old job and it's sure good to see him around again. He will have charge of Burlington County work and is now learning the ropes with Fred Shill.

We sincerely regret to report the death on April 26th of Inspector John J. Hopkins, who resided at 55 Lincoln Street, Jersey City. John was a 25-year man and had been with the Projects Division since June 1, 1922.

Our sympathy is also extended to Inspector Walter A. Lasher of East Orange, who, we understand, recently lost his second son in the war.

George Kraus has just been made a Captain. The news of the promotion came while he was home for a few days before reporting to his new assignment at Fort Lewis, Washington.

Since returning from a two year stretch in the Aleutians, George and the other men who were in the 349th Engineers have been stationed at Camp Claiborne, La. Recently, their unit was broken up and the officers reassigned.

Administration  
Division

Arthur Egan

Captain Welling Howell, son of Mr. and Mrs. Marvin L. Howell, has been released from the Army after several years service in the Pacific. Captain Howell plans to resume his veterinarian work.

While listening to the radio, Mrs. Card was surprised to hear her daughter's voice coming over the air from Don McNeil's Breakfast Club in Chicago. It was a real thrill for Mrs. Card who did not know her homecoming daughter was to be a guest on the program.

The many friends of Jim Martin have been extending congratulations and well wishes to him on the event of his recent birthday. We add our own Many Happy Returns, Jim.

Claire Lacsoni, who has been studying at the Trenton Art School, exhibited her first water color painting recently. The picture was hung in that well known art gallery, the Audubon Room. We liked the painting very much and would say that Claire definitely has talent.

We are sorry to learn of the death of Ruth Barbour's mother, Mrs. Elizabeth Barbour. Sincere sympathy is extended to Ruth and members of her family.

CHATTER: Bill Ward recently journeyed to Hyannis, Cape Cod, to visit with friends. He came back with sand in his shoes. . . . Pvt. Kermit Bonner sends greetings from France. . . . With the end of the European War we all are anxiously awaiting to see the boys again. . . . Ann Ludwig is back on the job again after a siege of quinsy. . . . Helen Disbrow's husband, Lt. George Disbrow, was home on furlough after two years of foreign service. . . . Bob Fleming of the File Rooms reports a good bag of trout on the opening day. We hear Bob is angling for a new species over around Round Brook. . . . Eddie McElroy is now a full-fledged grandpop—his son, Bob, becoming the father of a daughter. Congratulations! . . . Spring is bringing forth the usual crop of gardeners again this season. Harry Hill is far ahead with his project and Viola Gallagher is again hospitalized for a period of about four months and honorably discharged February 1st, 1945. He returned with what looked like a head of Hitler mustache. However, Eddie says it isn't permanent, just made necessary by a severe cold. . . . We happened to hear John Farley, Construction Inspector, say that his son was in the Persian Campaign. . . . George McCann was also stationed there. John wrote his son, who then looked up George and they had a very pleasant meeting, but not until they both had been moved to Germany.

Maintenance  
Notes

GENE BECKNER

Ernie Van Schoick, one of our landscape foremen now in the service, writes from somewhere in Germany. . . . Where we just heard from Ernie he was way over in Italy, but as he says in his letter, he has traveled a few thousand miles since then and is now stationed in Germany. Ernie recently had a chance to go through part of the Southern Line Fortifications, and he reports that from the magnitude of the whole area they must have started building right after the last war. He said, too, that most likely by the time we received his letter he believed Berlin would be taken—and right he was.

Another of the landscape men to be heard from recently was Sgt. Jack Lloyd, whose letter was written "Somewhere at Sea" in the Pacific. His destination, of course, was not disclosed, but he reports himself to be in fine shape and enjoying the trip.

Several members of Foreman Kenneth Ely's maintenance crew have been on the sick list. Fred White, who drives the truck in the outfit, had his tonsils removed during April, but is now back working. John Frederick, one of our real veterans who was in his last birthday, was laid up a couple of weeks with a leg injury, but he has returned to work. Harry Davison hasn't been so fortunate. Harry was forced to take off for about a week during April to care for his sick wife, and just when he was about to return to work he was taken sick himself with a bad case of ulcers on his right eye, and he is still in pretty bad shape. We hope to see him back again soon too.

Senator C. Wesley Ammons, in a letter to Commissioner Spencer Miller, Jr., commended the employees of the Department for their gratifying response to the American Red Cross War Fund Drive. He stated in part, "May I say to you and to the employees of your Department my sincere appreciation for your help, which has made this campaign the most successful in the history of the Trenton Chapter, American Red Cross. This is concrete evidence of real effort on the home front in support of our boys overseas."

Since George A. Heffernan, Departmental Chairman of the drive, is a Bridge Division employee, we may, as a group, extend to him and his excellent committee our congratulations for a job well done.

BRIEF: Chester Appleton, devoting full time to the Navy, is now serving on the staff of the Chief Engineer of the USS Pennsylvania. "Old Mr. Boston" seems to be in his recent trip to the cultural center to reminisce with an old schoolmate. A number of cases have occurred since I have been connected with the Department which beyond any doubt have shown that a great injustice can occur when an employee's record for faithful and intelligent work is not taken into consideration.

I was therefore very much interested when one of our employees laid the outline of our new system before me. I felt that the best final result would come through turning the matter over to a group of representative employees, and letting them develop the plan so that it would best meet the needs of the Highway Department. This was done and in due time the present system was developed.

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I know of nothing which has occurred during my service with the Highway Department which can mean more to its members than the success of this plan, and I sincerely hope that each and every member of the Department will make it his or her business to make it succeed.

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showing Willard and two members of his crew, Patsy Rimo and Fred Longo, together with their mud-jacking outfit. These boys have long since completed their work at Lakehurst and have moved to another assignment at the Naval Ammunition Depot down at Bangor in Monmouth County.

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BRIDGE  
BRIEFS

A. J. LICHTENBERG

Mr. and Mrs. C. D. Wells, announced the marriage of their daughter, Sybil Louise, to Robert S. Suddards on April 1st at the Trinity Methodist Church in Merchantville. A reception followed the ceremony. Mr. Suddards has had 3 1/2 years' service and is presently assigned to the General Electric Company in Philadelphia. The couple intend to make their home in Lansdale, Pa.

Captain Herbert Goodkind, the 1174th Engineer Group has been signally with the Bronze Star and with promotion to Major as a citation for his work of organizing the supply and communications zone in its assault crossing the Rhine River. Colonel R. Nicholas stated: "Through relationship with this headquarter, Captain Goodkind has consistently zealous and untiring effort. He has succeeded in expediting engineering procurements at our own and obtained for this Army urgently needed items that vital to accomplishment of the Rhine River crossing mission. Services have been such as fleet most favorably upon the headquarters of the command. Captain Goodkind has shown outstanding services in connection with Engineer Ninth Army."

Standing before the State Highway Department's flag, Commissioner Spencer Miller, Jr., purchases the first poppy from little Madeline Ann Breit, Legionnaire George A. McVicker, who had charge of collections in the State House Annex, looks on. Others in the picture are "nurses aide" Marianna Weemhoff and "senior" Robert Cline.

Another in the series of meetings held in connection with the introduction of the new efficiency rating system was held in the board room of the State House Annex on Tuesday, June 5th. Present at the time were key members of the Administration and Real Estate divisions. The meeting was presided over by Mr. Eugene V. Connett, Personnel Officer.

As in previous meetings of this type, those who would be called upon to mark subordinates were acquainted with the various details of the new system. It was explained that the actual marking of various employees, however, will be done by the personnel office and that in answering the many questions appearing on the new forms the superior in each case was merely acting as a witness in stating what he knows of the qualities of each employee.

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ME 3 — NO. 11

## COMMISSIONER MILLER OPENS POPPY SALE



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New Rating System Two Divisions  
Deserves Support  
Of All Employees

Much Effort Has Gone Into Development of New Plan

After three years experience with an old efficiency rating system, I have become convinced that it is of little value. Furthermore, from the number of complaints I have received about it, I am equally convinced that a large number of our employees are dissatisfied with it.

In watching the operation of Civil Service promotional examinations, without an accompanying record of an employee's daily work, I have been impressed with the fact that too much depends upon the result of a few hours effort in an examination. A number of cases have occurred since I have been connected with the Department which beyond any doubt have shown that a great injustice can occur when an employee's record for faithful and intelligent work is not taken into consideration.

I was therefore very much interested when one of our employees laid the outline of our new system before me. I felt that the best final result would come through turning the matter over to a group of representative employees, and letting them develop the plan so that it would best meet the needs of the Highway Department. This was done and in due time the present system was developed.

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## New Employee Rating Plan

Frederick W. Taylor, the father of scientific management, once observed "that scientific management involves a revolution not only in method, but in attitude of employees toward their employers, their work and the community." Certain it is that the effort to develop efficiency under modern employment conditions does involve a change in attitude on the part of employees and employers. This is true whether the employer is a small owner-manager, a large corporation, or a public authority.

Since Taylor's day there have been scores of efficiency experts who have sought to evaluate job performance. Various methods have been evolved and various rating systems installed. Some systems have been so complicated that there has been little room for the personal equation. Others have rested almost exclusively on the subjective judgment of the raters. Upon one thing there is today general agreement, namely, that any sound efficiency rating system must provide for the participation of the employees in the standards of efficiency which are established.

A rating system must also provide a measure of flexibility; it must be adapted to the individuals to be rated and not ignore individual differences. Indeed, any plan which ignores individual differences is neither sound nor workable. An efficiency expert who was making a time and motion study of bricklayers' helpers, discovered that all of the men were pushing their wheelbarrows with their load of brick with the exception of one man who was pulling it. When the helper was asked why he pulled his wheelbarrow he replied, "because I hate the looks of the darn thing."

The problem of evolving a rating system which is simple, objective, cumulative and workable has been the goal sought by efficiency experts for many years. A system which comes from the employees themselves which combines these factors is the ideal. Efficiency by consent of the employees is far more effective than by the arbitrary decision of management. There can, in fact, be no sound efficiency rating without the consent of the employees. When there is not only consent but also creative suggestions, it is a fortunate circumstance.

The new efficiency rating system, therefore, which has been evolved within the Highway Department by an employee of the Department meets many of the most exacting tests of simplicity, objectivity and workableness. Such a rating system is indispensable in the Civil Service. It should help to make the merit system function more effectively. Examinations are a useful device for promotion but no one assumes that the examination alone is the measure of a man's efficiency on the job. An employee's day to day performance, his ability to get on with his associates and his superiors, his capacity, in a word, for teamwork are all measures of satisfactory job performance.

The promise of the new plan is great. If the plan can be administered in a common sense manner I believe it will mark a new day for the development of a sound rating program for the employees of the State Highway Department. It is certainly entitled to a fair trial and the cordial support of the employees of the Department. The success of such a plan depends ultimately on the co-operation of the employees. As a new experiment in the personnel administration in the Department it has my complete approval.

Spencer Miller, Jr.  
State Highway Commissioner.

GARDEN CLUB PRESENTS  
BLUE STAR CERTIFICATE  
TO HIGHWAY DEPARTMENT

Impressive Ceremonies Mark Recognition of Generous Employee Contribution

At noon on Monday, June 18th, members of the Highway Department gathered in the board room of the State House Annex to witness the ceremonies in connection with the award of a Blue Star Drive Certificate by members of the Garden Club of New Jersey.

Despite the heat well over one hundred employees were on hand when Commissioner Miller, who presided over the occasion, opened the proceedings with a short address. This was followed by the entire assemblage singing the Star

Spangled Banner, under the direction of William Kirk. The Right Reverend, Frederick M. A. Dean, of the Trinity Cathedral pronounced the invocation, after which Commissioner Miller told of the great interest in the state as well as many officials were desirous of obtaining all details as to New Jersey's procedure. He added, humorously, that with

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Virgil E. Markle  
Succumbs After  
Lengthy IllnessWell Known As Engineer  
and President of Monmouth Council

Virgil E. Markle of 303 Philadelphia Boulevard, Sea Girt, died at his home on May 19th following an illness of many months' duration. He is survived by his widow, Georgianna L., and two daughters.

Mr. Markle came to the Highway Department on March 1st, 1924, and for many years served as a resident engineer on highway construction. Many of the fine roads along the shore were built under his supervision in the Southern Construction District. Prior to engaging in construction he had been in charge of the survey office at Manasquan and Freehold.

An enthusiastic member of the National Civil Service Association, he was one of the founders of the Monmouth Council and served several terms as president of that body. Although he was eventually forced to relinquish the presidency because of ill health he retained his interest in the council through membership on the Board of Trustees.

## Fought For Civil Service

Under Mr. Markle's enthusiastic leadership Monmouth Council increased its membership from 75 to well over 400 members and it was one of the founders of the Monmouth County eventually elected civil service through a referendum.

The esteem with which Mr. Markle was held is adequately testified to by the large number of persons attending his services. His pall bearers were James H. Miller, Charles Smythe, George Jorgensen, Robert Wolsey, William Reins, John Ketterick and William Harris of the Highway Department, and George F. Crosson, President of Monmouth Council. Burial services were held in the Sunset Union Episcopal Church of Sea Girt with interment in Freehold.

Mr. Markle's passing will leave a void in the Department which will indeed be hard to fill. THE HIGHWAY takes this opportunity to express the sympathy of its employees everywhere to his survivors.

Equipment Bowlers  
Repeat for Title

Defeat Administration Division in 5 Game Play-off

For the second consecutive year the Equipment Division bowlers defeated the Administration team in a five game play-off, after finishing the regular league season in a dead heat.

The contest was closely contested throughout with the final issue in doubt until the last game. Administration started off like a certain winner by sweeping the first two games but at this point Equipment took matters in hand and retained their form to the finish.

## Hold Outing

On May 26th an outing was staged for the teams comprising the Highway Bowling League. The affair took place at Vossers Grove near Trenton and was attended by the players, their families and friends.

Prizes were awarded to the teams and individuals for their performances during the season just closed with Administration and Equipment garnering in the lion's share of these awards, although there was plenty of glory for all.

Plans are already under way to enlarge the league next season. It is felt that the enthusiasm shown this year will result in even stronger competition in the future.

It was also announced that an election will be held soon to determine the officers for the year ahead.



\_\_\_\_\_



## New Efficiency Rating System Places Premium On Excellence

Offers Employees Many Advantages Over Old Rating Systems

This New Efficiency Rating is an attempt to give to the employees of The Highway Department a long needed sound efficiency rating plan; a plan designed to support the merit system in fact as well as in name.

Our Civil Service Law in part states (Rev. Statutes Title 11 Chap. 13 Sec. 17) "Such service ratings be used in determining salary and wage increases and decreases within the limits provided by law and within the limits of the schedules of compensation established in accordance with this act, as a factor in promotion tests; in determining order of lay-off when forces must be reduced because of lack of funds or work, and as a means of discovering employees in the State classified service who, by reason of their unsatisfactory service ought to be demoted or removed."

We have not had the benefit of such a system to date. When State employees are given credit, in taking a promotional examination, for the type of service they have been rendering, then and only then will there be a true merit system. Merit consists mainly in past performance rather than in the response we make within a few short hours to a Civil Service Examination. Long records of excellent service have been practically ignored and chances for promotion have been hopelessly lost, due to the fact that we have not had satisfactory service ratings on file thus preventing the Civil Service Commission from giving credit for good work in setting up promotion lists even though it was willing to do so. Let each employee recognize this fact and resolve to give this new system intelligent cooperation. Credit for filed service ratings is the highest form of recognition attainable because it is a prelude to promotions and better wages. It has been estimated that uplifting morale in an operating unit is equivalent to increasing output by 15% without increasing either personnel or payroll. Certainly this is what each one of us would willingly give to the State.

It was believed that the interests of our employees due to our varied forms of work, could best be served by devising four different forms for reporting their performance. There is a form for Administrative and Supervisory employees, one for Technical and Office Workers, one for Laborers and Non-Technical workers and finally another for Call Employees. The latter group consists of bridge tenders, guards, watchmen and chauffeurs—in other words those employees whose work usually begins when a signal or a request from some one else is given. These four forms are in effect "tailor made" to the group intended to be served. You will note that the questions are different and also the items.

The operation of the plan briefly stated is as follows:

The rater, who is your immediate superior, now will be required to answer some carefully considered simple questions, left and going right until he reaches a hurdle (a question) to which he must answer no; then he goes back to the square to the left and enters his mark. For example, he reads "Does this employee consistently fail to complete his duties on time?"—in his mind he says—better than that—then he reads "Does this employee complete his duties on time?"—again he may say—better than that—then "Does this employee complete all his duties in good time?" To this the rater says No—consequently he drops back and puts his mark on the second square. It is imperative that the rater follow this method precisely in each line of squares for each employee rated. This system differs from the old one in that the rater becomes a witness whose only duty is to

### Attention, Please!

As an employee of the State Highway Department you are no doubt very much interested in the new efficiency rating system which will be used for the first time to grade your services for the 6-month period from January 1st to June 30th. In order that you may thoroughly understand the workings of this new system, the forms to be used in rating employees are reproduced on this and the following page. In order to more fully understand the manner in which these forms are to be used it is recommended that you carefully read the article appearing at the left as well as the instructions to raters on page 5. It will be noted that there are four different forms. One of these (upper right, page 5)

is for rating Administrative and Supervisory employees. A second (Page 4) is for Technical and Office workers. Also there is the rating form for Laborers and Non-Technical Workers (lower left, page 5) and the form for Call Employees (lower right, page 5). These latter are chauffeurs, guards, drawbridge operators and watchmen. It will be seen from reading these forms that every effort has been made to consider all of the factors which go to make up a good employee and to give each rater the opportunity to acknowledge outstanding ability wherever it appears. Conversely the rater will be penalized any employee who is not giving satisfactory service.

## Employees Benefit By Fair Evaluation Under New System

Experience of Federal Civil Service Employees Cited

There can be no doubt of the merits to be gained by employees under a comprehensive rating system. The experience of the Federal Civil Service Commission in the efficiency rating system has shown that Commission under rating of employees is a serious matter. "The Values of a Periodic Evaluation of the Performance of Employees" it states that benefits accruing to employees are as follows:

Enables the giving of proper recognition for their work

1. Employees are assured of receiving deserved recognition for their efforts if periodic, careful, deliberate, and unbiased evaluations are made. Otherwise, they never know definitely how their work meets the requirements of their superiors. Also, they discover the particular phases of their work in which they are considered least efficient. In the case of high ratings the employee's feeling of pride and security is encouraged and a greater sense of accomplishment. In the case of low ratings the employee realizes wherein he fails to meet the standards of performance laid down by his superiors and the direction in which improvement is advisable.

Tends to assure fair consideration in personnel actions

2. Employees are concerned with the procedures followed in making personnel actions. They are interested in seeing that salary advancements and reductions within grade, promotions and demotions from grade to grade, reductions in force, demotions or subdivisions in the presence of the rater. In the event that the employee does not show a marked improvement in the succeeding rating period then the matter shall be referred to the personnel office for appropriate action.

Provides for better working relationships between employees and their superiors

3. Efficiency ratings provide an occasion for helpful discussions between employees and their superiors at which times both may discover the particular elements of the work of each which may be improved and both may obtain suggestions as to methods of accomplishing the improvement. The result will be a better mutual understanding between employees and supervisors of work problems and more concerted action to solve these problems.

In the words of a competent authority, "There is no completely satisfactory efficiency rating plan in operation today. Even though such a plan were to be evolved, it would fail if it did not have the sympathetic understanding and full cooperation of all employees."

## Two Divisions Meet to Discuss New Rating System

(Continued from Page 1)

in a manner explained elsewhere in this issue. Among those present at this meeting were: A. L. Groves, Chief of the Highway Department, John W. Ayman, Jr., Frederick Vollmer, Charles A. Hurley, Wildblood, Louis Adler, Vincent Berthoud, Layton Prout, Kenneth Rice, Edward Drake, Clyde Cramer, Herman K. Brown, Paul O'Rourke, Ernest Birch and Frank Gephart.

## Quotation for June

Let the Good That Men Do Be Proclaimed.  
Let All Else Be Forgotten

# SAMPLE RATING FORMS and INSTRUCTIONS

These Are Being Reproduced For Your Information

### INSTRUCTIONS

The rater shall use a small fine green (x) mark, if a power or final marker shall use a large heavy black (X) mark. These markers who are familiar with the employee's work may qualify as raters. Two raters and a reviewer are available, the reviewer shall be limited to a marking no lower or no higher than the marks already given.

It shall be the duty of each marking official to explain thoroughly to each employee the purpose and effect of this system and to make a special effort to do so for each new employee.

The raters shall use separate sheets, the reviewers shall use one of those already provided by a rater.

Study thoroughly the blank form for the group of employees to be rated. Before rating an employee, review the duties of the position (designated by title). Fill in blank spaces for employee's identification.

When marking employees, each person rated should be considered not only as an individual but as a member of the State Highway Department. If a member by acts depreciates the service of the department, his division, his particular office, party or working group, he should be marked down in either quantity of usable work or quality of service, because his acts have either lowered the output or lessened the quality of service (possibly both) of others; therefore, such decreases in total service are directly chargeable to the specific employee.

Determine to mark each case quickly (not hastily) by considering each box actively; that is, by thinking of the manner in which an employee does his work without considering the person himself. Proceeding from left to right, consider questions in each square as obstacles or "hurdles" for the employee to surmount. One question too high for the employee to surmount is cause for dropping back to the preceding square to the left. Then go down to the next horizontal line of squares, starting at the left, and read again until you strike too high a hurdle. Do not look for possible characteristics further to the right of this hurdle.

Sign as rater or reviewer with your title. If you are a reviewer, or final marker, state under "Explanatory Remarks" why the employee rated has received a poor rating or an exceptionally high one.

Employees are to be rated semi-annually and in every case where an employee receives a rating in the first column from the left; or no ratings higher than those in the second column from the left—then he shall be called for an interview by his division or subdivision head in the presence of the rater. In the event that the employee does not show a marked improvement in the succeeding rating period then the matter shall be referred to the personnel office for appropriate action.

The reviewer sends the marked forms to the personnel office where the weights are applied and the final marks computed.

After the ratings have been evaluated by the personnel office each division or subdivision head will be furnished a list of marks for each of his employees. These ratings are to be treated confidentially and under no condition shall a division head furnish an employee the rating of any other employee.

## NEW JERSEY STATE HIGHWAY DEPARTMENT EFFICIENCY RATING

PERIOD LENGTH OF SERVICE GROUP — LABOR & NON- TECHNICAL	NAME TITLE DIVISION	Average
Rater	Rater	Reviewer
Title	Title	Title

IMPORTANT: Read Instructions Before Proceeding With Rating.

### QUANTITY OF USABLE WORK

Does he usually work too slow? Does he work just enough to get by? Does he keep going at a good steady pace? Does he do so much work that you have to notice him?

### QUALITY OF SERVICE

Is his work sloppy, usually needing further attention? Is he assigned to lower type work? Does his work only get by? Must you sometimes tell him to do a better job? Does he usually do a good job? Does he produce good work with little supervision? Does he do neat and orderly work with scarcely any supervision?

### CAPACITY FOR (INTELLIGENT) SERVICE

Does he have trouble when you put him on new work? Is he just a regular worker, requiring a good deal of instruction? Can he turn from one type of work to another with little time for instruction? Does he learn new duties and meet changed conditions quickly and easily?

### General Dependability

Does he need too much watching? Is he too often tardy or absent? Does he need watching? Is he occasionally tardy or absent without good reason? Does this employee need only little watching? Is he generally on the job on time? Can he be counted upon to do right under all conditions? Is his job always covered?

### Dependability — Emergency Work (Snow Removal, etc.)

Does he rarely or never report when called for emergency work? Does he sometimes report when called for emergency work? Does he usually report when called for emergency work? Can you count upon him to report when called for emergency work?

### Personal Relations

Does he fail to get on well with fellow workers? Does he get on passably well with fellow workers? Is he popular with fellow workers? Does he usually cooperate with others? Does he exert a good influence upon fellow workers? Is he an exceptionally good team worker?

Explanatory Remarks

## NEW JERSEY STATE HIGHWAY DEPARTMENT EFFICIENCY RATING

PERIOD LENGTH OF SERVICE GROUP — ADMINISTRATIVE AND SUPERVISORY	NAME TITLE DIVISION	Average
Rater	Rater	Reviewer
Title	Title	Title

IMPORTANT: Read Instructions Before Proceeding With Rating.

### QUALITY OF SERVICE

a-1 Ability to get co-operation  
Does he fail to obtain the respect and authority for his position? Does he substitute his own ideas for those of his superiors? Does he enjoy the respect and authority for his position? Does he obtain the highest respect and co-operation of his subordinates, co-workers and the public?

a-2 Effective co-ordination of work  
Does he need too much guidance from superiors? Does he need considerable guidance from superiors to produce passable work? Does his system produce satisfactory results? Is his system so well organized and efficient that it is outstanding?

### CAPACITY FOR (INTELLIGENT) SERVICE

b-1 Applicable knowledge  
Does he ask too many non-essential questions about his work? Does he ask only pertinent questions about his work? Does he ask only salient questions about his work? Is he able to advise on how to do equivalent or higher jobs?

b-2 Adaptability  
Does he lack ability to do related work of equal difficulty? Can he do one related job of equal difficulty in an acceptable manner? Can he do more than one related job of equal difficulty in an acceptable manner? Can he do all related jobs of equal difficulty well?

b-3 Judgment  
Is he generally confused because he cannot distinguish the important from the unimportant? Is he sometimes confused because he chooses an adequate method? Does his choice of methods make his work as well as the work of others easier? Does he reach a sensible decision directly?

b-4 Personal Relations  
Does he fail to get on well with subordinates, co-workers and/or the public? Does he get on passably well with subordinates, co-workers and/or the public? Is he co-operative with subordinates, co-workers, and/or the public? Does he exert a good influence and create a fine impression upon others?

### POTENTIAL VALUE TO SERVICE

Does he ignore opportunities to make himself more useful? Does he display an ordinary interest in the work of the department? Is he actively interested in departmental progress? Are his opinions on departmental affairs sought by others below and above him in the service?

Explanatory Remarks

## NEW JERSEY STATE HIGHWAY DEPARTMENT EFFICIENCY RATING

PERIOD LENGTH OF SERVICE GROUP — CALL EMPLOYEES	NAME TITLE DIVISION	Average
Rater	Rater	Reviewer
Title	Title	Title

IMPORTANT: Read Instructions Before Proceeding With Rating.

### QUALITY OF SERVICE

Does he respond to calls too slowly or with an improper attitude? Do his responses in time and manner make him a proper member of the team? Are his responses made in a proper manner? Does he dispose of calls willingly, quickly and thoroughly?

### CAPACITY FOR (INTELLIGENT) SERVICE

b-1 Judgment  
Does he fail to distinguish the important from the unimportant? Does he try to apply his present knowledge to his present problem? Does his choice of methods make his work and the work of others easier? Does he arrive at a sensible conclusion directly?

b-2 General Dependability  
Does he need too much watching? Is he too often tardy or absent? Does he need watching? Is he occasionally tardy or absent without good reason? Does he need only little watching? Is he generally on the job on time? Can he be counted on to do right under all conditions? Is his job always covered?

b-3 Personal Relations  
Does he fail to get on well with: (a) his superiors (b) fellow-workers (c) the public? Does he get on passably well with: (a) his superiors (b) fellow-workers (c) the public? Is he cooperative with: (a) his superiors (b) fellow-workers (c) the public? Does he exert a good influence and create a fine impression upon others?

Explanatory Remarks



## Administration Division

Arthur Egan

One of the most famous things in the world is a man's name. One of the most famous names in the world is the name of the man who is the head of the Administration Division. The name of the man who is the head of the Administration Division is Arthur Egan.

A man who is the head of the Administration Division is a man who is the head of the Administration Division. A man who is the head of the Administration Division is a man who is the head of the Administration Division. A man who is the head of the Administration Division is a man who is the head of the Administration Division.

A few minutes later he saw a young lady emerge from the bank, clutching a small bag. She looked at him and he looked at her. They both looked at each other. They both looked at each other. They both looked at each other.

With the enlistment of his son James in the Navy, John Moore has all five sons in the service. James will be remembered at the 18th annual reunion of the company. The boys range down the line from Captain to the latest at a Boat at Hampton, N. Y. Mr. and Mrs. Moore are indeed to be congratulated for such a splendid record and we wish them a happy reunion soon.

Charley Kuhn's son Bob, although still in his teens has traveled around the world and made calls at nearly all of the world's greatest ports now in allied hands. Home on a furlough after 18 months duty Bob relates many an interesting tale of exploits in both oceans.

Ever since the start of the Red Cross Blood Bank Elgin Mayer has been buying a steak dinner for each member of the Coast Division who donates a Gallon of Blood. So far it has cost Elgin seven dollars and several more are in the making. A nice gesture on his part and a welcome treat in these days of meat shortages.

C.P.O. Bill Keeney now stationed at Lakeside visited the department. Bill is in charge of the Commissary there and judging by his waistline he is probably his own best customer. Bill who is on the 7th year of Navy service (including 3 years in the last war) says that there is a possibility the Navy may release him shortly.

Bob Fleming of the File Room is the administration's latest addition to Uncle Sam's Army. Bob recently passed the physical examinations and is now awaiting call. He is more concerned over the girls' threat to line up and kiss him goodbye than he is of entering the service.

Shortly after Sgt. Charley Hurley, Jr., arrived in the Indo-Burma Area he received a call from a Captain who informed him that he was wanted at the General's Headquarters. Charley was puzzled for a while as to why the General wanted to see him but was pleasantly surprised when he learned that it was General Edward Rose of Trenton who heard of his being in the area and invited him for dinner and a chat about things back home.

CHATTER: Ann Ludwig believes in getting things done early. She is on her annual vacation. Charley A. Hurley was recently under the surgeon's knife for the removal of a cyst from his back. Ann O'Connor is serving on the May Point duty. Harold Jemison reports from his Coast Guard Station that the porpoise are so numerous and so close to the surf that he doubts there will be much good fishing for several weeks.

## Maintenance Notes

GENE BECKNER

That fellow Lt. Joseph J. Policastro, of Metuchen, who fanned out in Jim Horn's hand-drawn map, is now in the hands of the State Police. He is now in the hands of the State Police. He is now in the hands of the State Police.

Charlie Young, of Malaga, who works in the maintenance department, is now in the hands of the State Police. He is now in the hands of the State Police. He is now in the hands of the State Police.

John T. Carr, Jr., son of Supervisor Carr and formerly foreman in charge of the traffic line painting crew, is off on the bounding main again. After a three-month stay at Camp Sparks, Cal., Jack left recently for an unknown destination in the South Pacific. Jack returned home last December after two years fighting the Japs and is now returning for a second crack at them. Another son of Supervisor Carr's, Bob, T. Sgt. U. S. Army, has been home on furlough from his assignment at Fort Knox, Ky. A third son, Pfc. Joseph Carr, is now stationed at Thomasville, Ga., with the Army Air Corps.

Our sympathy is extended to Helen Wiley, an employee of Nick Pendergast's maintenance crew, whose wife died late in May.

The Trenton Baseball Club has no stronger supporter than Jimmy Walter. A fixture at all home games, Jimmy occasionally manages to follow them as they make the circuit around the Inter-State League.

On a recent trip to New York, Ella Moore attended a performance of the currently popular operetta, "Song of Norway," which is based on the life of the Norwegian composer, Edvard Grieg. Ella was glowing in her report of the performance.

Warren Oldham has been having "bean trouble" with his Victory Garden. After replanting his pole beans for the second time and getting no tangible results, he now threatens to put morning-glories in and call it a day.

Among the graduates of Trenton Senior High School on June 12th was Barbara A. Muir, daughter of Mr. and Mrs. Alex Muir. Barbara's elder sister, Winifred, arrived home recently after having completed her freshman year at Swathmore. It is hard to reconcile these attractive young ladies with the youngsters we once saw occasionally in and out of the office. Tempus fugit!

It is a pleasure to welcome back from the service Foreman Julius J. Megules. Jules is scheduled to resume his duties with the Department July 1st. He enlisted in the armed service way back in April, 1942, and saw nearly two years' service in the Indo-Burma theatre, where he aided in the construction of the now famous Ledo Road. Since his return to this country last August, he has been stationed at Camp Butler, N. C., and at the New York Port of Embarkation. During this past winter Jules made the unpleasant discovery that he had frozen his fingers early in his army career while on training maneuvers in Canada. The trouble didn't develop all the while he was stationed in the tropics, but during the cold weather of this past winter while stationed in New York, the ailment caught up with

## THE HIGHWAY

## Construction Comments

Fred C. Claus

Newark Office

Howard Brown, of the Newark office, has been in the city for some time. He is now in the city for some time. He is now in the city for some time.

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Max Brower, of the Newark office, has been in the city for some time. He is now in the city for some time. He is now in the city for some time.

Harold Lang is suspected of fearing the loss of his children or the products of his garden following the construction of a fence around his newly acquired property.

Montclair Office David Pettigrew News items from the Montclair office being rather scarce, the personnel is mostly interested at this time in putting up screens and awnings, taking down stumps and working in their gardens. We thought it would be a good time to report on some of our men in the field.

Lt. Col. Wm. L. Braybrooke informs us that he has seen Bill Beck overseas and expects to see Ed Boldt soon. Bray has been spending considerable time in the field.

Paris but was fortunate in spending about a week with his parents in England. Except for a few hours a year ago, this was his first reunion in 18 years. He returned to France in a LST, an adventure he found interesting. He sends best wishes to all.

The men of the Montclair office have long played the role of God-father to an assortment of Howard Kettlewood's pets. The latest addition to the fold is a goat. It is hoped that Kettlewood keeps the goat far afield regardless of the amount of kidding he has to take.

Eddie Young writes that: "It is very pretty up here (Italy). I would like to travel around more but I have a chance to go home. I am taking it." Hope to see you soon, Eddie.

Ed Boldt writes about the German Highway construction. He says, "They use 10-ft. lanes, 2 in each direction. They have no joint between these lanes and the slabs are about 55' in length. This makes the overall slab dimensions 55' x 20'. The grading is good and the curves are banked. There is no

## Garden Club Presents Blue Star Certificate

Continued from Page 1

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# THE HIGHWAY

VOLUME 3 — NO. 6

TRENTON, NEW JERSEY

JULY, 1945

## Cloudburst Damages Highways In Vicinity of Phillipsburg

New Highway Construction Undermined, Roadways Inundated

The cloudburst that struck Phillipsburg on the evening of July 1st, causing the death of four persons and untold damage, established a record rainfall of nearly seven inches within a period of three hours. The turbulent waters flowed through every low spot as a result of this downpour, undermining about 1000 feet of the new highway construction (Route 24).

## THE HIGHWAY Takes a Trimming

Due to the insertion of an extra slab in the last portion of THE HIGHWAY its weight exceeded the allowable limit. The fact that extra weight meant extra postage worried Frank Matzer, who has charge of the mail room, especially in the instances where animal waste was used for those men who are over the top. To overcome this handicap Matzer suggested to Mr. Grover that THE HIGHWAY undergo a weight-reducing operation which took the form of cutting off the top and bottom of each page to the first line of print. Through the efforts of Harry Hill and Edward Risto who applied the shears, the paper went out on time although it took a trimming in the process.

Much of the contractor's heavy motorized equipment played an important part in digging the lower end of Phillipsburg from under a one to two foot coating of mud, deposited by the flood waters. The firm of Fred Berlianti & Co., Inc., contractors on this section, lost no time in placing heavy

## The Decision is Yours Alone

In July, 1942, former Governor Charles Edison appointed a Committee on State Employee Relations consisting of Judge Harry E. Heher, chairman, Senator Hayden Proctor, Civil Service Secretary Charles Messick, Assemblyman Jacob Glickenhau, and State Highway Commissioner Spencer Miller, Jr. This Committee, after a series of public hearings prepared and presented to the Governor a majority report signed by four members of the Committee, and a minority report signed by Assemblyman Glickenhau. Upon the four general statements of policy these reports were in complete agreement. These policy statements are worth repeating:

1. "The right of self-organization is indisputable."
2. "The public interest is paramount."
3. "The right of 'collective bargaining' is necessarily limited by the nature of the relationship existing between the State and its employees."
4. "The principle of the closed shop is incompatible with any sound policy of labor relations in the government service."

The principles set forth in the report make it clear that every employee has the indisputable right to join any organization of his or her choice. The principle of association as set forth in this report is the principle of voluntary action. It is a matter for each person to decide according to his best lights. When state employees do decide to associate together freely and be represented by a spokesman of their own choosing, they are under clearly defined limitations of government service. The State becomes the employer but it still remains the State. That is the reason for the limitation on collective bargaining. For that reason also it is not considered in the public interest, nor in the interest of good management for those in supervisory positions to belong to the same organizations or union as the men under them. The foregoing statements should make it clear that any employee has the voluntary right to affiliate with any of several organizations. But it is a voluntary choice. The decision is one that each individual must make for himself or herself. That is the democratic way — the American way.

Spencer Miller, Jr.  
State Highway Commissioner.

## Commander Dallas Took Active Part In Many Landings

Returns on Leave After Long Sojourn in South Pacific

Commander William B. Dallas, who before joining the Sea Bees was associated with the Woollyness office of Survey and Plans, recently returned to New Jersey after spending 16 exciting months in the South Pacific.



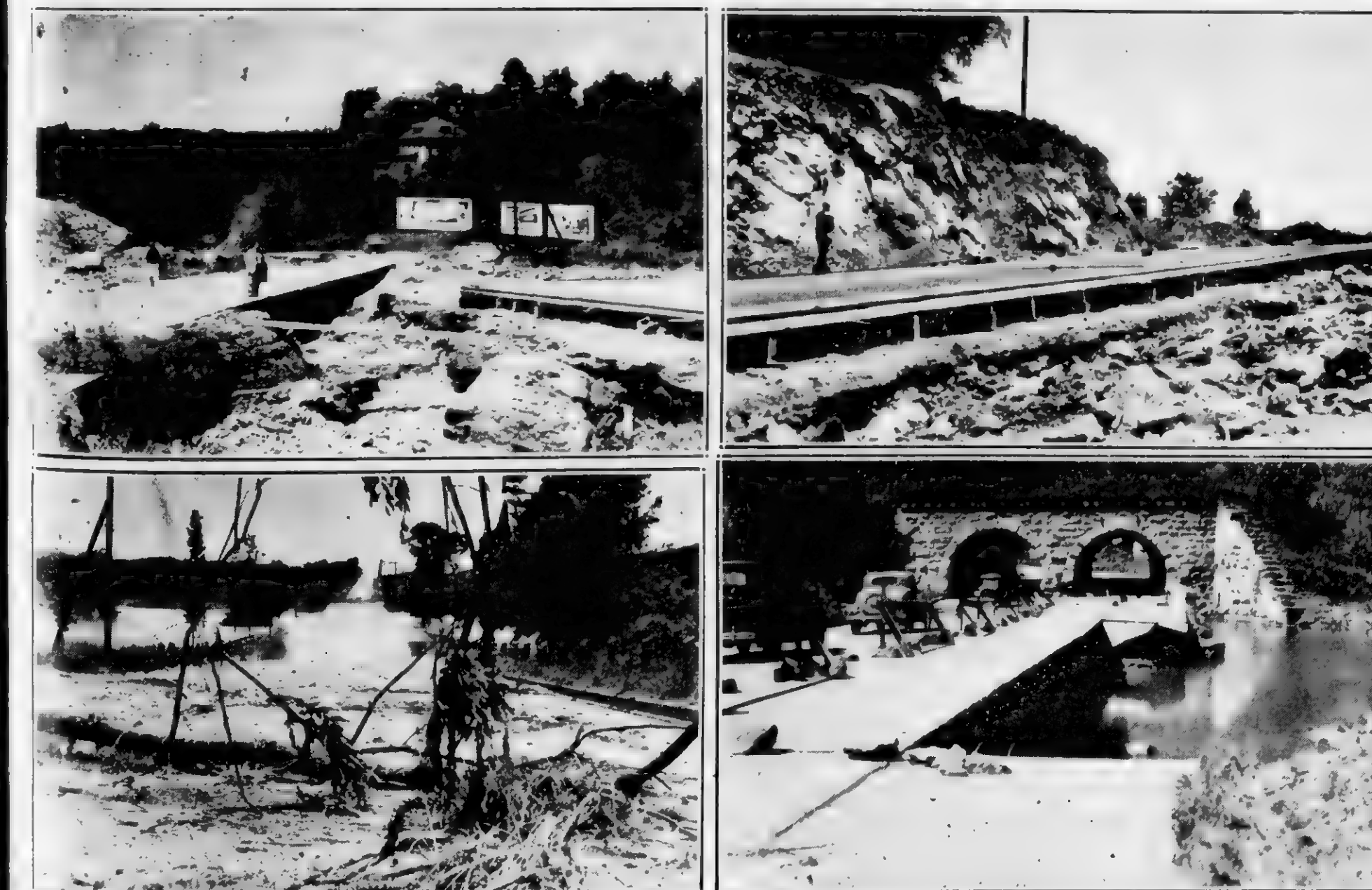
CMR. W. B. DALLAS

As commander of the 302 Construction Battalion, Dallas took part in the landings on Kwajalein, Majuro, Roi-Namur, Guam, Saipan, Tinian, Anguar, Pelelieu, Leote and Linggaen. In all these amphibious operations the Sea Bees landed while the islands were "hot" and that meant plenty of action.

Admits Being Scared Dallas said that he would like to meet the man who has faced the enemy under these circumstances and wasn't afraid. As he told it, he was "scared to death on each occasion." But since there was a job to do, they did it, scared or not. In summing up the fighting ability of the enemy, Bill said, "The Jap is a desperate fighter and will never give up. But once you have knocked out his officers he loses his ability to fight as a unit, although he will battle as an individual to the last." In contrast to this he said that in every American outfit there was a man ready to take over the duties of a fallen leader.

Prior to going to the South Pacific, Commander Dallas spent a year in the Aleutians, besides stopping off at one time or another at Camp Peary, Va., Davisville, R. I., Camp Huachuca, Cal., and from time to time in the Hawaiian Islands. During the time he has been away he has received THE HIGHWAY regularly and kept abreast of the affairs within the Department. He regretted the newspaper prevented him from sending spot news from time to time, and offered no speculations as to when the war would end. About the one thing Bill was certain of was that New Jersey is the garden spot of the world. He is really looking forward to the day when he can return to the Department for good. And, incidentally, when Dallas does come back it will be in the capacity of Resident Engineer.

## AFTERMATH OF RECORD-BREAKING RAINFALL



Here are some views of the damage caused by the recent cloudburst at Phillipsburg. At the upper left can be seen the washedout section of Route 24 where the new construction has stopped. At the upper right shows how the new concrete slabs were undermined as rushing waters washed away the sub-grade. At the lower left can be seen a portion of Route 24 under 6 feet of water. Debris in the foreground marks the high water mark. The lower right photo shows where a concrete slab was washed away. It came to rest some 75 feet to the right. This occurred on a Warren County road nearby.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the Interests of Its Employees

W. CARMAN DAVIS, Editor

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Telephone: Trenton 2-2131—Extension 573

### PROJECTS PARAGRAPHS

E. L. MEYER

Lieutenant Paul Davis of the 340th Engineers, G. S., is back in civilian life again and has already resumed his duties as a Projects Engineer in Somerset County. Paul spent nearly two years in the dreary Aleutians building roads, airfields, camp sites, etc. Most of the rest of his term of service was spent at Camp Claiborne, La. Davis is the third of the Projects Division to return to civilian status. Captain Percy Boughton, and Lieutenant George Fackler having preceded him. He looks fine and appears to be in the best of health. We welcome him back to his civilian job.

Sgt. Joe Aiello was also home from Camp Claiborne on furlough. He visited the office several times, and almost made himself hoarse answering all the questions fired at him. Joe says he is likely to stay put at Claiborne for some time yet and we hope he really is that lucky.

Mary D'Arcy recently received a letter from Al Sautick who is in the Air Corps and has been fortunate enough to have been stationed at Mundy Field, Georgia, for most of the war. Now, after not hearing from him for a couple of months we learn that he is in China. Sautick says that China is a very interesting place, but that some of the peculiar orders still bother him. Al is now a Staff Sgt. and his address is:

74th Fighter Squadron  
23rd Fighter Group  
A.P.O.—430  
c/o Postmaster  
New York City, N. Y.

### CONSTRUCTION COMMENTS

Fred C. Claus

Upper Montclair Office

David Pettigrew

We had a delightful visit from our old friend Chas Turner—former Highway Inspector. Charlie lives in Florida and each year he takes a trip north to see some of his relatives and friends. We are always privileged to have an interesting visit with him and hear of his trips and good times during the winter months.

Congratulations to our good friend Nick Amato on the arrival of a new daughter. Keep the good work up, Nick!

Maurice Radus has been transferred to the Planning Survey Division to do some expert work on traffic surveys. Be sure Maury that you find out where they start—and if they make stops for lunch before the terminus of their journey. No names or telephone numbers are necessary.

The writer has been on a new detour lately, that of digging test holes to find the character of the various soils underlying the surface of our highway. On one occasion after backfilling one of the holes, the police received word of a possible crime, and thinking it was grave, sent out some men who dug the hole. After explanations, the highway boys refilled the "grave." The laugh was on the police.

Shaking of congratulations— we will have to give Al Lacombe, formerly of this office, a double hand shake. He is the grandfather of a set of twins.

All the boys of this office are very glad to hear Mrs. Rigby is convalescing and on the road to

THE HIGHWAY

## Highway Honor Roll



Administration  
Robert S. Fanning  
Equipment  
Kenneth Emmons  
Planning Survey  
Walter J. Yuchio

### News from Our Men In the Service

In a recent letter to James L. Hays, Henry K. Johnson, CEM says, "I have some news for you. Last Saturday (May 29th) it was my duty day to take the liberty party to the beach so that they could go bathing and also get their ration of three cans of beer. While I was sitting near the beer line—which I always do, thinking I might see someone I know—you will never guess who was standing in line. George McGuinnis. He had just arrived two days before and was scheduled to leave the next day.

"As he promised to look me up and have chow and since I haven't seen him since, I guess he has pulled out. We were like a couple of old maids, talking about everything, our old jobs, THE HIGHWAY, and the Department in general. This is indeed a small world. (Note: McGuinnis and Johnson worked together in the Electrical Division before entering the service.)

Johnson's present address is:  
H. K. Johnson, C.E.M.  
U.S.S.A.R.D. 24  
c/o Fleet Post Office  
San Francisco, Cal.

### Receives Promotion

Luther Hearon, formerly with the Monroe Chambers maintenance crew in South Jersey has been promoted to the grade of corporal. He has been with the 6th Army Group in Europe and being a combat engineer Hearon has landed at Salerno, Italy.

And we send congratulations with heart-felt felicitations. For in this whole creation there is no greater wealth."

### NEWARK OFFICE

Ralph Perry

Promotion of Captain Charles Stenson from the rank of first lieutenant was recently announced by the commanding general of the Chinese Combat Command.

Steve Bubier of the Newark Office Survey & Plans is now the proud father of a son. Congratulations!

A. M. Patterson has just returned from another trip to Florida, this time on personal business. We are quite sure that some day Pat will take up residence in the sunny south.

Sgt. Paul Verdi, brother of Anthony Verdi of the Newark Office, was lost at sea when a Japanese prison ship carrying nearly 1800 Americans was torpedoed a few months ago. The Highway extends sympathy.

A newspaper photo recently showed S/Sgt. W. C. Bloss of the Newark Office as one of the crew of a Flying Fortress in the European Theatre of Operations.

Michael Carlin and Thomas Korwin, formerly of the Perth Amboy Office Survey & Plans, have joined the Newark Office after an extended leave of absence.

### Sends Regards

S/Sgt. Santo Pollastrelli, formerly associated with Supervisor Lacombe in maintenance construction, recently returned to his home in Trenton to tell the truth if it weren't for THE HIGHWAY I wouldn't know



S/Sgt. POLLASTRELLI

what was going on in the Department these days. Many thanks for sending it. I've got 91 points which I hope will be enough to send me on my way home soon. Best regards to Mike (Lacombe) and Charlie Kuhn and thank the contributing editors of the paper for their interesting comment."

S. Sgt. Santo Pollastrelli  
13078130  
Co. B, 342 Eng. Reg. 1st Bn.  
A.P.O. 228 c/o Postmaster  
New York

### In South Pacific



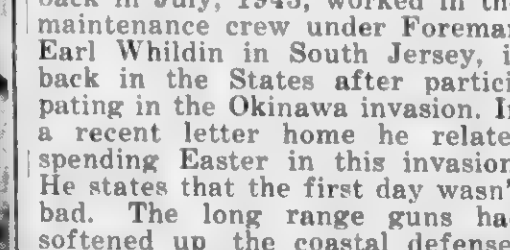
Sgt. GUADAGNO

Sgt. Jerry Guadagno, who left the Administration Division to fly for the army sends a picture taken on Eniwetok in the Marshall Islands. When he left this country Jerry was an aerial gunner on a B-25 and it is understood that he is now furthering his training preparatory to a crack at the Japs.

Glady Brincklow looked as trim and nice as ever when she visited friends in the Department recently. It has been approximately a year and a half since Glady left the Department to supervise the work of the Key Punch Machine operators at Fleetwings. "Time, you gypsy man..." Bye now.

Among those present at a dance given in honor of the personnel of the Destroyer Escort U.S.S. Doherty were Madge Kiernan and her husband, M.O.M.M. 3/c Patrick Kiernan, adding a bit of sparkle to the Crystal Room of the Hotel Ritz Carlton.

Michael Yanniello, who prior to his enlistment in the U. S. Navy back in July, 1943, worked in the maintenance crew under Foreman Earl Whildin in South Jersey, is back in the States after participating in the Okinawa invasion. In a recent letter home he relates spending Easter in this invasion. He states that the first day wasn't bad. The long range guns had softened up the coastal defenses and the landing was made with little or no opposition. But then the fun began and for the next five or six days his ship was under constant attack by bombs and suicide planes. He had a ringside seat at an untold number of dogfights, and reports that our planes came out on top in almost every instance. His ship had many narrow escapes and left the scene of the invasion after being offshore for six days and nights. As it developed, this was only just in time for the following day was the most severe enemy attack of the invasion on our naval units. The State certainly looked good to him after what he had been through.



CPL HEARON

Working a great deal of the time under enemy fire this group has built more than 100 bridges across waterways in Italy and France, some of which were among the longest constructed by army engineers.

Just how valiant this outfit is can best be determined by the 3 Distinguished Service Crosses and 23 Silver Stars already awarded its personnel. Due to troop movements at this time we are unable to give Cpl. Hearon's present address.

### Your M. C. presents— THE LADIES. Bless Them

There's no monopoly on the excitement and happiness which accompanies a soldier's return.

Wearing four bands of honor stars, Marie Cristiana's husband, Sergeant Joseph Cristiana, returned from overseas at the front line hospital, Lt. Peter Kian, arrived home from Texas. Marie's birthday, making it a special day for her husband, Mr. Cristiana, who is now well and happy, is only too well known. Marie's birthday, making it a special day for her husband, Mr. Cristiana, who is now well and happy, is only too well known.

There's nothing "indefinite" about the year's leave of absence. Mrs. Anne Ludwig has taken. T. best of luck, Anne.

We're happy to report that Winfred Brady is back at his job after a long siege of illness, and equally sorry to learn that Mildred Friedman's illness is still keeping her away.

Vacationists are coming and going. Ask Mary Filippini to show you how she enjoyed her vacation in Atlantic City. Mary looked around a bit through the crowds hoping to catch a glimpse of Lorraine Finkle who's sunning and funning there this week.

It's a lovely tan Flo Milerick is spending at the St. Francis Minor. The housing situation is somewhat acute it was necessary for Mike to go nine miles to his home in the city. That night the bus drivers went on strike and it was necessary for him to hike the nine miles to town the next day. He will always remember Buffalo.

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## Former Traffic Engineer Considers Autobahn To Be Vastly Overrated

Bellis Examines Famous German Highways and Finds Them Far Behind Those of New Jersey

Wesley R. Bellis, Traffic Engineer, now on leave, thinks that the Reichsautobahn is comparable to New Jersey highways of 1928. In a recent edition the *Somerset Advocate* featured an article on Bellis in which his statements were set forth as follows:

Hitler's several thousand miles of super highway, the Reichsautobahn system, now carrying only Allied military traffic engaged in occupying the country, are extremely uneconomical for ordinary civilian, peacetime needs, it was pointed out by W. R. Bellis, of this borough, civilian highway transportation expert attached to headquarters of Continental Advance Section.

In addition, the vaunted miles upon miles of four-lane, separated ribbons of concrete, are outmoded from present American highway engineering standards, as the Charleston on the Black Bottom, in the opinion of Mr. Bellis, who is on leave as Highway Traffic Engineer for the New Jersey State Highway System.

Mr. Bellis ought to be able to pass judgment on what American forces have found in the German super highway system, since the Reichsautobahn is a direct copy of the New Jersey State super highway, Model 1928. That was the year German engineers, five years before the advent of Hitler to power, visited New Jersey to get the design for their own roads. The Germans methodically copied the model, even to the exact length of the concrete slabs, but apparently made no effort to keep abreast of developments in the intervening 17 years.

Leaving the United States in January, Mr. Bellis joined the continental Advance Section of the Communications Zone in France just prior to the final offensive against the Germans. Working with the engineering and transportation officers of the Advance Section, he assisted in the rapid repair and opening of vital links needed by the American Armies.

His home is at 111 Willow Avenue, where his wife and sixteen-year-old daughter are living.

"The cost of the Reichsautobahn could only be justified as a military installation," said Mr. Bellis, "and, ironically enough, in the final defeat of Nazism, it served as a tremendous boomerang, since the highway system could not be destroyed fast enough to keep our Armies from using it with deadly success against its builders."

Three major defects of the Reichsautobahn from an engineering and operational safety standpoint, explained Mr. Bellis, are the serious lack of guard rails on elevated fills, the almost total absence of shoulders to the roadway, and the separation of the dual roadway by island centres which are only thirteen feet wide. Standard American practice now calls for a minimum separation of thirty feet.

"A fourth defect is the absence of any attempt to install reflectorizing curbs, centre strips, and even road surface for night time driving," continued Mr. Bellis. "The use of white concrete, with reflectorizing ribbed surfaces, has long since passed the experimental stage in America. This single improvement now makes it possible to use the headlights of the automobile to provide a large amount of illumination of the highway at night. This same improvement also makes it possible to drive as fast as 40 miles an hour at night through fog."

The one point that Mr. Bellis is willing to concede in favor of German highway engineers is what he considers their greater analysis of the subsoil on which the concrete is laid, which better prevents the concrete from breaking.

### Antonio Ventola

It is with regret that we announce the death of Antonio Ventola, a maintenance worker in the crew of Foreman J. P. Lutz operating out of the District Office Building in Newark. Mr. Ventola died Tuesday, June 26th, after a long illness. He had been in the employ of the Department since November 8, 1937, and had been on leave of absence since February of the current year. He is survived by his widow Teresa G. and seven sons and daughters. On behalf of all employees of the State Highway Department, we extend every sympathy.

## THE HIGHWAY

Fisherman's Luck

Early one evening toward the close of June, Russell Hulse, Robert Hulse and James L. Hulse, of the Delaware River, they had started fishing for bluegills in the river when the motor went dead.

Being without cars they deliberated for some time how to make their way home. They decided to walk to the shore where their car was parked. As the night grew dark, they were forced to make their way through the water.

Since they had drifted a considerable distance while trying to establish their beachhead they had to walk several miles to get back to where their car was parked. As the night grew dark, they were forced to make their way through the water.

## Maintenance Notes

GENE BECKNER

Lt. Oliver A. Deakin, USNR, has been transferred from Camp Eliza, Portland, Maine, to the Panama Canal Zone, still engaged in radar detection work. In a recent letter to Russ Geller he described his trip south and his arrival at his destination. On the way down he had an opportunity to stop over at Miami, Fla., where he saw Russ's son, Dick Geller, and also Bill Coughlin, who formerly worked in the Landscape Division office and is now residing in Miami. Ohio has certainly gotten around since his enlistment in the Navy way back in June, 1942. After about an 18-month tour of duty in Alaska, he returned to the States and received further training in radar detection work. Since then he has been stationed on the North Atlantic seaboard, recently in charge of the radar detection station at Portland, Me., and now assigned to duty in the Canal Zone. His present address, Navy 122, Box 6, Fleet P. O., New York, N. Y.

John Gerbas, an employee in the landscape maintenance crew under Foreman Howard Sweet, has returned to work following a tonsillectomy.

Following VE-Day in Europe, we can reasonably expect that some of our men now in the armed services will be returning to duty. Latest to call at the Trenton Office was Assistant Foreman Edward Curtin, who has been released from the army after three years of military service. Ed saw overseas service with a medical unit in England and France and at the time of his discharge held a Staff Sergeant's rating. Ed looked fine and is expected to resume his duties soon. It is a real pleasure to welcome him back.

Bert Cottrell, who works for Landscape Foreman Howard Van Benthusen down in Monmouth County, was vacationing during his first two weeks in July enjoying the company of his son, Bert, Jr., who was returned to this country recently following his release from a German Prisoner of War Camp. Bert, Jr., who was a T. Sgt. in the 257 Squadron of the 8th Air Force, was shot down during a raid on the Nazi shrine city of Nuremberg last November and was held prisoner at a camp to the north of Berlin until his release following VE-Day. At the time of his capture after bailing out of his plane he had the

Three men in a boat



The seafaring Highwaymen pictured above are Walter Reeves, Wilson Sharpe and Paul Tusing engaged in taking auger borings on Mantua Creek, Route 44. They have taken samples down to a depth of 39 feet in their efforts to determine soil conditions beneath the surface. That is definitely not a fishing rod you see hanging over the bow of the good ship NJHWDEPT.

## Completes 25 Years With Highway Dept.

LARRY GORE



On June 14th, 1929, a young man by the name of Lawrence Gore started work at the State Highway Department, then located at Trenton Junction. His first job at that time was as a Junior Stock Clerk.

To say that he got off to a rather unimpressive start is putting it mildly, for nearly half a century down to work when he was severely injured by a dog owned by a neighbor. When he had recovered sufficiently to resume his duties, fate stepped in once more and he was laid up with a broken arm, the result of climbing one of the old model T Fords.

It would seem that his bad luck ended at this point for since that time Larry has compiled an excellent record of attendance. Today as Assistant Stockkeeper, Gore is the proud father of five children and is actively interested in the activities of Foremanwood employees.

Reside being treasurer of the Flower Fund, he is the local representative of the Highway Credit Union.

To this popular employee of the stock room THE HIGHWAY sends congratulations and best wishes for many more years of the same cooperative service he has given in the past.

end of July 10th which kept him away from the office for several days. We have been carefully watching other members of the new lunch group, Paul Ljatic, Jimmy Walter, Norm Horner and Ken Craft, but so far no epidemic has resulted so we can't blame the food they so religiously seek each working day. Tony, by the way, recently received a much appreciated letter from his mother, who is serving on a Navy PT Boat in the South Pacific. A friend of the commander of Bill's ship sent to the family of each member of the crew and excellent photograph of the boat on which their boys were serving. It is little thing but it does help relieve the anxiety of the folks at home for their boys serving overseas, and we can't help but think that the thoughtfulness of the man concerned.

Recently this Division performed some mudjacking work on the floors of the warehouse at the Naval Ammunition Depot, Earle, N. J. Upon completion of the work we were pleased to receive a letter from Capt. Gilbert C. Hoover, USNR, Commanding Officer of the Depot, expressing appreciation for the assistance given them and complimenting Asst. Supt. of Maintenance Fred Woodruff and Foreman W. J. Mealy for the excellence of the arrangements made and the prosecution of the work.

In a recent letter to Clyde Case, T. Sgt. Ernie Van Schoick, formerly landscape foreman in the Morris County area, informed us that he has left Germany and is now stationed at Le Havre, France, where his outfit, Company B of the 384th Engineers, has been building a debarkation camp from which the boys will ship for home. Ernie expresses the hope that after they get it built he will be one of the fortunate to make use of it. He tells, too, that some 1800 German P.W.'s are working on the job and that with a gun at their backs they do a pretty fair job.

We like the story going the rounds about an episode in the South Pacific. It seems that, on one of the more remote islands a case of the tropical disease beriberi developed and they radioed headquarters for advice. Back

## BRIDGE BRIEFS

A. J. LICHTENBERG

A. Paul Gabrenas, Service Forces and returned duties here July 2nd. A lunch was tendered Paul at the Restaurant on the occasion of his return. On the vacation front, Bob Simon, absorbing Vitamin "D" at Atlantic City, Phil Burch sailing on the Rialto from Rome, and Harry Fowler to serve as additional members of that committee for a period of one year.

Mr. Johannesson came to the Highway Department on August 8th, 1924 and was

many years associated with the former Jersey City as designing engineer. During this period that the Pulaski Skyway was constructed. At present he is serving as Highway Planning Bureau.

Van Breeman came to the Department on May 29th, 1928 as a Designing Draftsman. After a short stay in the Trenton Office he went to Fernwood where for several years he has worked on the project of reflecting curb, reverse joints and other features of highway construction, as well as conducting experiments of joint fillers, subgrade and associated subjects. His present title is Engineer of Special Segments.

Mr. Henderson was formerly associated with the Bridge and Maintenance Divisions as Supervisor of Drawbridges at a time when these duties were formed and took over when the Electrical Division was formed. He became a member of that division. He is now Superintendent of Drawbridges and has been back on a length of service since February 1st, 1932.

Mr. Henderson is a real veteran of this group at this point of service with the Highway Department since July 1st, 1919. He has spent his entire career with the Construction Division and is the author of several interesting suggestions. His present title is Resident Engineer.

Resigns from Committee

The constant pressure of other duties, recently increased by such expected developments as snows and cloudbursts as well as membership on other committees necessitated the resignation of Mr. Muir, Superintendent of Maintenance from the Suggestion Committee. Mr. Muir's wealth of practical experience and logical approach to involved problems makes his place a difficult one to fill.

The other members serving on the committee are: A. J. Lichtenberg, Chairman; W. Carman Davis, Secretary; Willard Emmons, Phil Voss, Fred Claus, Samuel Bullock, Ralph Sherman, Clifford and Eugene V. Connert who serves as an ex-officio member.

Elwell (Pat) Clugston, P.E., 85th Inf. Division, who formerly was an assistant foreman in one of the construction units, saw VE-Day from a point of vantage up in the Alps. He says that his outfit was moving fast in the closing days of the war that it was practically a race.

Superintendent Jack Stanley's two boys, Bill and Jack, Jr., are both still overseas. Recent word from Bill, a Lt. with an Engineering Unit, reveals that on VE-Day he was in Augsburg, Germany, but has since been transferred to Marseille, France. Bill has been discharged points to his credit, but his present station on the Mediterranean doesn't forecast an early return for him. Jack, Jr. is assigned to an LST boat now believed operating in the Philippines area, and has taken part in five or six invasion attacks.

## NOTICE

THE 10 YEAR CLUB  
OUTING  
will be held on  
SEPTEMBER 22  
Remember the Date  
Details in next issue

## Suggestion Committee Enlarged

By Addition of New Members

Representatives of Construction, Administration and Electrical Divisions to Aid in Evaluation of Ideas

In a move to further increase the efficiency of the Suggestion Committee, Commissioner Miller has appointed Significance, William Van Breeman, Dorland J. Henderson, Harry Fowler to serve as additional members of that committee for a period of one year.

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# THE HIGHWAY

ME 4 - NO. 1

TRENTON, NEW JERSEY

AUGUST, 1945

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## Increments To Be Based On Merit

In a letter addressed to all State Departments on May 17, 1945, by Dr. William S. Carpenter, President, Civil Service Commission, and Commissioner Homer C. Zink, of the Department of Taxation and Finance, appears the following:

"Departments, Boards, Commissions and Agencies are advised against continuance of requests for special consideration and approval for further compensation for individual employees. Hereafter, further increments, as prescribed from time to time, will be approved on merit and on the recommendation of departmental authorities."

On June 20, 1945, Commissioner Zink addressed a further letter to all departments, in which the following appeared: "Please note that there is reserved to the department head the right to request that salary increments be withheld from any employee for cause."

The above excerpts make it clear that in the future, annual increments will be based upon merit, and this lends additional importance to the new Efficiency Rating System which has now been installed in our department. It can be safely assumed that any employee whose Efficiency Rating is so unsatisfactory as to result in his being placed on probation for the following six months, will not be recommended for an annual increment in salary. This makes it all the more important that Raters and Reviewers exercise the greatest care in rating the employees under their supervision.

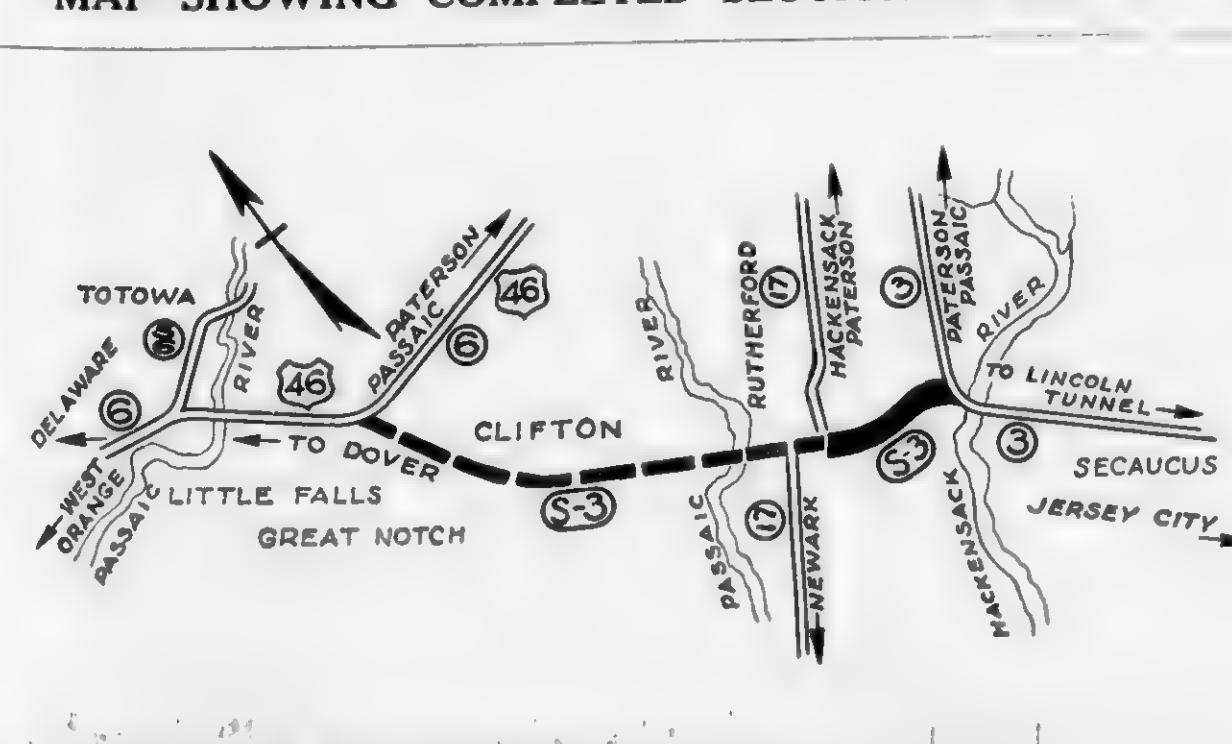
Spencer Miller, Jr.  
State Highway Commissioner.

## CUTTING RIBBON ON Rt. S-3



Heavy rain failed to dampen the enthusiasm of officials at the opening of Route S-3. The above photo, taken as the ribbon was cut shows from left to right: Spencer Miller, Jr., State Highway Commissioner; Joseph M. Byrne, Jr., of the Port of New York Authority (holding umbrella); State Senator David VanAlstyne, Jr., of Bergen County and Harry L. Derby, Spokesman for the Public (holding ribbon).

## MAP SHOWING COMPLETED SECTION OF ROUTE S-3



## BERRY'S CREEK BRIDGE, Rt. S-3



## Ceremonies Mark Opening of First Section of Rt. S-3

Vitally Needed Artery to Reduce Travel Time

The first section of State Highway S-3 was officially opened to the public on Monday, August 6th. The occasion was marked by impressive ceremonies which were attended by many dignitaries of Bergen, Essex, Hudson and Passaic counties as well as officials of the State Highway Department and representatives of the several construction firms associated with the construction of the project.

The present section of this vitally needed expressway will open to the motorists of the Great North area a means of direct access to the Lincoln Tunnel and New York City. The time saved effected by this new route as compared to the more circuitous path winding over local thoroughfares is estimated at thirty minutes.

When completed Route S-3 will afford motorists of the highly congested Metropolitan area a modern expressway connecting with the recreational areas of North Jersey. The mud bed at this point is between 50 and 60 feet deep and it was necessary to use piles of 120 feet in length to establish stability. These piles were sent from Oregon since none of sufficient length were procurable in the east.

Another factor which entered into the construction of the bridge was the fill subsidence. This caused mud waves which closed existing drainage ditches and resulted in two extra spans added to the bridge to take care of the condition.

Rain Mars Ceremonies

The elaborate ceremonies which had been planned for the opening of Route S-3 were marred somewhat by a heavy downpour which persisted throughout the day. The weather was typical of that experienced throughout the month of July and the first week of August.

Among the dignitaries who traveled the elements were State Senators David Van Alstyne of Bergen, Roy V. Wright of Essex; Edward J. O'Mara of Hudson, and Charles K. Barton of Passaic as well as many of the Assemblymen from these counties.

The Highway Department was represented by Commissioner Miller, Acting State Highway Engineer C. F. Bodwell, Assistant State Highway Engineer Edward W. Kilpatrick and Bridge Engineer Morris Goodkind.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees

W. CARMAN DAVIS, Editor

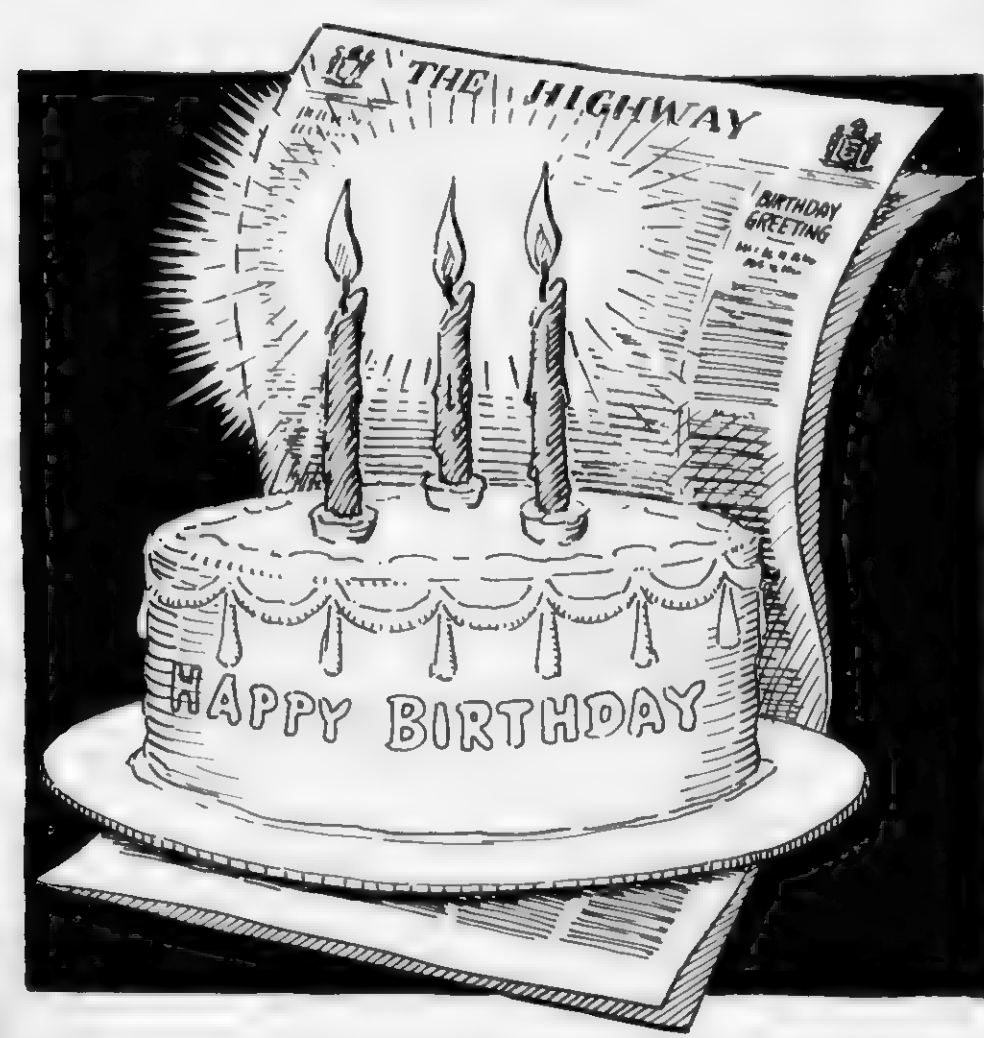
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### Three Years Old

This issue marks the start of the fourth year of publication of THE HIGHWAY. As we launch into the coming year it is with a feeling of deep appreciation for the wholehearted support received from Highway men and women everywhere. Had it not been for this assistance there is every possibility that somewhere along the trail of the last three years, publication might well have been suspended. But your interest and cooperation at every turn has assured those who make department policies, that THE HIGHWAY plays an important part in moulding together into a single unit the many scattered elements of this great Highway Department.

Throughout the thirty-six months of its life your paper has been destined to travel to the far corners of the earth as it followed former Highwaymen to every battlefield. It has been read as regularly in Europe, China and the South Pacific as it has in Newark, Trenton and Camden. And thanks to airmail and the funds made available through generous contributions of employees, it has been read almost as soon. Because of this our servicemen have followed the day by day happenings within their department with the same interest as have we at home.

Now that the war is over and several hundred of these men will be returning to their peacetime positions it is hoped that the role of THE HIGHWAY will take on added importance — that it will add further to its usefulness as a co-ordinator of personnel relations. Much of this success will depend, as it has in the past, upon your suggestions and criticism — upon your cooperation. Therefore you are urged to continue to help your contributing editors at every turn. They are doing a fine job and will do an even better one with your assistance.



### BRIDGE BRIEFS

Arthur Lichtenberg

**SCHOOL DAYS:** During the week of August 6th Mr. W. J. Conley, consulting Engineer for The Lincoln Electric Company conducted a special course in Welding Engineering and Design for field and design forces of the bridge division. Those completing the course include, Morris Goodkind, L. C. Petersen, R. B. Titworth, Sven Hedin, M. Luday, R. E. Simon, W. C. Umberger, C. M. Fox, A. J. Lichtenberg, J. H. Patrick, C. P. Smith, P. Gabrenas, C. D. Weller, G. A. Heffernan, W. H. Spencer, P. H. Burch, C. Appleton, A. H. Stetser, P. J. McCullough, L. Chatten, J. J. Krieg, H. J. Mueller, Geo. R. Voorhees.

**BRIEFS:** Chester P. Smith cutting capers in the clouds over the State House Annex. Chester took to the air in a Luscombe plane (accompanied by a pilot) and enjoyed the three cornered trip from Princeton airport to Trenton to Lakeside. . . Wilbur Spencer well on the road to recovery after two anxious weeks in the hospital, and baffling the diagnosticians for a while. . . L. C. Petersen back from his Maine windjammer cruise and sporting a rich brown coloring in spite of being fog bound for days. . . John M. Everett reaching in

## THE HIGHWAY

### Highway Honor Roll



### News from Our Men In the Service



GEORGE VISOKAY

Word comes from Okinawa that George J. Visokay is plying his trade as blacksmith aboard a baby repair ship where seven days a week he repairs damage wrought to fleet units by Jap kamikaze planes. George, who is better known to Fernwood associates as "Sacco"—the name he used in the prize ring—recently won praise from his commanding officer, Lt. Cmdr. Shelby N. Davis, who said, "Visokay does an excellent job. He is a good sailor and goes to GQ snappily."

At present George is utilizing his spare time in teaching boxing to shipmates and already is laying plans to keep his hand in the fight game by manning a few fighters after the war. This, of course, would be a spare-time measure, for Sacco has a job at Fernwood that he is looking forward to returning to when peace comes.

from the South Pacific to tell us that he completed an 18 month assignment and promising a visit in the fall.

Some of Uncle Sam's boys, after taking Naples, were looking at the molten lava inside Mt. Vesuvius. One doughboy remarked: "It looks hot as hell."

An Englishman mumbled under his breath: "These Americans have been everywhere."

**Vacationists:** George A. Heffernan forsaking the golf and human form for the racing form. . . Fred C. Dileo, bypassing Boston for Brown Mills and having a moist time. . . Frank S. Wilson, retired, enjoying the old haunts at Egypt, Mass. . . Chas. M. Fox fishing and boating at Cranberry Lake. . . R. B. Titworth full of atomic energy after a week at the Delaware Water Gap. . . Mike Furry, Trenton-bound. . . John F. Evans sailing on Hitecock Lake near Waukegan, Conn. . . John H. Patrick fishing at Tuckerport and Seaside Park. . . perennial weekenders at the shore—P. H. Burch; Sven Hedin and R. E. Simon.

**COMMISSIONER SPENCER MILLER, Jr.,** inaugurated the Suggestion Plan in Feb. 1943, and has since that time been receiving suggestions from his employees. The plan has become firmly established and is a source of important contributions to increased department efficiency. Employees are encouraged to submit suggestions for improvement of work, to think in 25 percent of their time, and to submit suggestions for improvement of work. The plan has become firmly established and is a source of important contributions to increased department efficiency. Employees are encouraged to submit suggestions for improvement of work, to think in 25 percent of their time, and to submit suggestions for improvement of work.

## HIGHWAY SAILORS



STANLEY STRYCHARZ

A recent office visitor was Stanley Strycharz, Cook 3 c, U.S.N., who formerly worked in the Bridge Painting Crew under Foreman Potter Ehrhart. Stan enlisted in the Navy Seabees on December 18, 1942, and has seen service in the Southern Pacific at Bougainville and the Solomons and just prior to returning on leave he had been stationed on New Guinea. He spoke glowingly of the close cooperation between the Navy Seabees and the U. S. Marine Corps. There is a bit of family pride in this comment for Stan's younger brother, Ted, is a Lieut. in the Marine Corps believed to be stationed on Okinawa.

### BACK IN U. S. A.

With the redeployment of troops from the European theatre to the Pacific more Highway servicemen are visiting Trenton than formerly. One of the latest to stop in was Pfc. Harry E. Stilwell of the 717th Tank Bn. Before entering the army Harry was a member of the white line gang under Jack Carr, Jr.

Harry's outfit while acting as tank support for the 79th Infantry, was the first to cross the Rhine (Dinslaken, Mar. 24th). Sometime prior to that he had the unusual experience of meeting his brother while fighting near Essen. In fact his brother was the only person he encountered while in Germany. At present Stilwell is in Texas where he went after his 30-day furlough. He is awaiting reassignment.



JAMES D'AMATO

A veteran of 32 months Navy, 23 of which were aboard the South Pacific aboard the Pacific D'Amato took part in the invasions of Bougainville, Marianas, the Philippines, Oahu, the Russell Islands, the Marshall Islands and Saipan. He knows what it is like to be under enemy fire and recalls several exciting moments when Jap suicide planes dove at his LST for near misses.

At the time of D'Amato's return he was planning on going to New York upon the expiration of his leave for reassignment. Upon the termination of hostilities he made it possible for him to return to the Department in the near future.



DORSEY SCHABLE

Another Highwayman who plunged headlong into Germany was Dorsey Schable, a member of the Maintenance Division.

Dorsey is a PFC who was attached to Battery B of the 2nd Field Artillery Bn., a fighting outfit that fit in there ever was one. Before they were through these GIs had pushed far into Czechoslovakia, according to Schable, although according to Russian soldiers in their travels, although they knew they were near by.

When interviewed Pvt. Schable was enjoying a 30-day leave. At that time he was planning on further action in the Pacific, a plan that will have to be revised now.

computing curves by Harry Fowler, Survey and Plans.

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**FINAL WORD:** Keep your suggestions coming. If you have a suggestion, remember, you can make a home run the next time.

August 1945

## THE HIGHWAY

# 10 YEAR CLUB'S FIRST ANNUAL OUTING



The above photograph of the first Annual Outing of the 10 Year Club was selected from among the fine collection of pictures which Historian Paul Seffrin has gathered together during the past 13 years. It is up to you to identify many of the familiar faces although due allowance must be made for the encroachments of age.

This year's Annual Outing has been scheduled for Saturday, September 22nd, and will mark the first time that the club has held such an affair in the autumn season. The location selected for this year's outing is Plaag's Grove in the vicinity of Cedar Lane and Olden Ave., Trenton.

The committee in charge of this year's affair is headed by 1st vice-president Eugene Beckner and consists of Tony Kuhn and Earl Storer of the Maintenance Division; Ed McCordell of Administration; George Cubberly of Projects; Bob Simon and John Patrick of Bridge; John Madden of Survey and Plans; William Kirk of Real Estate and Joe Hunt of Electrical.

With the war over it looks as if this committee would be able to arrange for plenty of old time food and refreshments. Another factor which should tend to swell the attendance is the fact that gasoline restrictions are now removed and all you have to say is "fill 'er up."

Tickets for the affair have been priced at \$1.50 and are now available from your regular contact man or from the paymasters or committee. No tickets will be sold after September 15th. This step is deemed necessary in order to prepare bountifully for those who attend. Remember the date SATURDAY, SEPTEMBER 22nd, and get your ticket early.

### Administration Division

Arthur Egan

Lt. Edward McCordell, Jr., a Marine Officer is visiting his parents, Paymaster and Mr. Edward McCordell. Lt. McCordell has just returned from an extensive tour of duty in the Pacific.

John Egan attended the opening of Joan Roberts' new opera, "Marinka." John reports the show to be excellent and his favorite actress to be superb.

Claire Lacsoni strolling on the Boardwalk at Atlantic City was surprised to hear Dave Rodman's famous "Booby-Boo." Sure enough it was Dave enjoying a week end at the shore.

Ken Rice and Cy Card are joining their families at Shop Bottom to spend their vacations.

From Sheppard Field, Texas, Pvt. Bob Fleming writes of the terrific heat and the vigorous Basic Training course. Bob's grandfather Edward Fleming of Lambertville passed away recently. To Bob we extend our sincere sympathy.

A commuter in the office passes this along: "We were riding to New York on the train the other day. There was a young captain of the 9th Air Force standing in the aisle reading a letter. He bought a sandwich and a bottle of milk from the vendor and continued to read. Very dextrous, he was too, handling all three like the controls of a Thunderbolt. In a little while the conductor passed through the car collecting tickets. He stopped in front of the captain. The captain looked down at the letter, the sandwich, and the bottle of milk, and gestured helplessly. The conductor, sizing the situation up in a glance, reached over and took the bottle of milk from him. The captain, with one hand free, dug in his pocket and brought out a jumbled packet of bills. The conductor, with the bottle in one hand, sifted through the bills and found the ticket. He had still to punch it and to do that he needed the use of both hands. A passenger noting the predicament took the bottle of milk from the conductor who punched the ticket, returned it to the packet of bills which the captain held in his hand. The captain put them in his pocket. The passenger gave the bottle back to the conductor who in turn, gave it to the captain. The captain, conductor and the passenger exchanged a look of understanding and saluted them with a wave of the bottle."

Chatter: Otto Peterson is receiving his discharge from the navy and after a rest from the rigorous Pacific campaign expects to return to the Department. . . The welcome mat is being laid for Dorothy Hunt who joins the Key Punch Operators in the Cost Department. . . Marilyn Siddall is spending her vacation in North Jersey. . . Helen Casny of Gene Palmers Office is spending her vacation at Wildwood. . . Frank Torkewitz is also vacationing at his summer home in Wildwood. . . Frank Dunn was at

### STATE OF NEW JERSEY CIVIL SERVICE COMMISSION TRENTON

July 2, 1945

TO THE HEADS OF ALL STATE DEPARTMENTS, BOARDS, COMMISSIONS, INSTITUTIONS AND AGENCIES:

The Civil Service Commission on February 28, 1945 recited the classification adjustments whereby employees were to hold earned titles although they might not necessarily be moved into the new pay scales attached to these titles. This regulation was based upon an agreement between the Civil Service Commission and Senator Hayden Proctor, chairman of the legislative commission which directed the reclassification.

With the exceptions indicated, the following regulations will govern:

1. Titles earned through promotional examination will be retained, but the salary schedule carried in each such case will be upon the basis of the duties performed.
2. All persons carrying titles above the class to which their own or comparable duties are allocated will not be advanced to the higher salary schedules attaching to their titles until their duties and assignments are changed and upon a clear affirmative case warranting advancement. In all such cases final decision will rest with the President of the Civil Service Commission.
3. All persons holding titles as indicated in Regulation 1 above, and who by reason of their present assignment are not now eligible for the new salary schedule attaching to such titles, will receive the stated increments of the salary range to which they are allocated as funds become available.

The records of the Civil Service Commission will carry the correct titles earned through promotional examination. Employees who have not been moved into the higher salary schedules attaching to their titles are indicated appropriately on these records. That is to say, employees who hold earned titles but who have not been moved into the new pay scales attaching to these titles will be indicated by a star (\*). Departmental payrolls and other personnel records should be promptly brought to conform to the records in the Civil Service Commission.

Very truly yours,  
THE CIVIL SERVICE COMMISSION  
William S. Carpenter, President.

### EQUIPMENT ITEMS

JAMES O'ROURKE

Frank DeBise, Guard at Fernwood has purchased himself a new home on Tyler Street in Trenton. After many renovations, the War Production Board approving, he will then be kept busy with the many odd jobs that take up so much of a property owner's spare time.

Clark Reed one of the Highway Dept. veterans succumbed of a heart attack at the home of his son in Seaside Heights on July 20th. Clark was an employee of the Purchase and Stores Division but for many years previous, had been a Paymaster of Maintenance and Equipment Division Road men. He is survived by his wife Mrs. Ella Reed, 3 sons, 2 daughters and 8 grandchildren.

Staff Sergeant Joe Murray has received his discharge from the Army and is back at work at his old job of Carburetion and Ignition mechanic at Fernwood. Joe is one who had plenty of points to spare and we extend to him a warm welcome.

Congratulations are extended to

Point Pleasant for a week of his vacation. Evelyn Maley and her mother are spending a week at Atlantic City. . . Jim Corle enjoyed a week's vacation. . . Ed McElroy's son, Bill, a radio operator on an aircraft carrier has returned to his ship after a furlough with his

parents. His ship was hit by a Jap suicide plane but was able to make the Pacific Coast for repairs. Mr. and Mrs. Marion Blakely on the celebration of their Silver Wedding anniversary which occurred Tuesday, August 7th.

Bill Rochford's youngest daughter Sally, is a patient at the Mercer Hospital in Trenton suffering from infantile paralysis. Bill expects to enter her at the Bacharach Hospital in Atlantic City for further treatments as soon as her condition permits. We all join in wishing her a speedy and complete recovery.

On Wednesday evening, August 1st at the Locust Cafe in Trenton the Fernwood Employees tendered a chicken and spaghetti dinner to Grover Rhodes, mechanic and Larry Gore Assistant Storekeeper at Fernwood. The occasion honored their completion of 25 years service with the Dept. Gifts were presented to both men and Music and Refreshments helped to make the evening an enjoyable one. Art Nelson, Al Rust and John Rochford arranged the affair very creditably.

On Thursday, August 2nd at St. Aloysius Church in Jersey City, Eddie Arterese, Mechanic at our Newark Garage was married to Miss Ruth Marie Palaeon also of Jersey City. The ceremony was followed by a wedding breakfast in the Le Perquet Suite of the Waldorf Astoria Hotel in New York City after which the happy couple left for a honeymoon through the New England States and Canada. We extend to this happy couple our best wishes for a long and happily married life.



## Maintenance Notes

GENE BECKNER

Pfc. James R. Moetz, son of Fred A. Moetz, 30 Ford Avenue, Milltown, has been awarded the Bronze Star for meritorious service in the European theatre. Fred works in the maintenance crew under Foreman Joseph Smith. Another of Fred's sons, George Moetz, 51/c, died at sea on the U.S.S. Juneau in the battle of Guadalcanal.

Danny Radice, who does a fine job covering the second sack for the Trenton Schrotts Baseball Team, State American Legion Champions, is the son of none other than Johnny Radice, who works in Foreman Pete Ehrhart's bridge painting crew.

Latest of this Division's employees to return to duty from the Armed Forces is Melvin Septor, of Lakewood, who reported for work in the crew of Foreman William Miller on August 1st. Melvin was inducted into the Army on May 2, 1942, and after six months' training in this country was sent overseas to the South Pacific in October, 1942. He saw service at various locations in this theatre, including Guadalcanal, and the Solomon as an anti-tank gunner. He arrived back in the States on May 11th and was released from the service on May 21st. It's a pleasure to welcome him back.

Another of our employees who has been released from the service but who has not yet returned to duty is Howard Hoagland, of Belmar, formerly employed in the maintenance crew now under Foreman John Rankin. Howard was one of the first employees of this Division to enter the service way back on September 1, 1940. After training in this country he went overseas with the 324th Inf. of New Jersey's 44th Division. He saw service with the 44th through France, Germany and Austria, and at the time of his discharge held the rating of M/Sgt.—Truck Master.

Foreman Joe Henry came over the hill on Route No. 26 at Bakers Basin one day recently and thought he had suddenly dropped "Dead in the Heart of Texas." Some cows had broken through a fence and were out on the highway, and who should he find driving herd on them but Adam Mather, Patsy Rimo, Paul Sine and George Smith, of the Equipment Division, and John Fitzpatrick, of the Maintenance Division. Joe says all of the boys exhibited an uncanny ability as cowboys. Get along little doggie!

Foreman Bill Pinkerton, of Belmar, recently gave his 11th pint of blood to the Red Cross. A record to be proud of. If there are any others in the Division who can match this or even come near to it, we would be interested to hear from them.

Ollie Deakin Lt. U.S.N.R., writes from Panama informing us of a correction in the address given in our last issue. The correct address: Navy 122, Box 7, c/o F.P.O., New York, N. Y. In an interesting letter to Bob Green, Ollie tells us a little about things down Panama way.

Jim Trought, of Foreman Fred Yannut's crew has been confined to his home with an attack of acute neuritis. Here's hoping that with a little less damp weather his ailment will improve enough to let him return to work.

Robert Moore, who works for Foreman Wilmer Duncan down around Paulboro, has returned to work after having been incapacitated as the result of an accident on the job.

Paul Ljatic, of the Trenton office, has been taking his vacation day or so at a time on fishing expeditions. So far he reports typical fishermen's luck—wet and soggy.

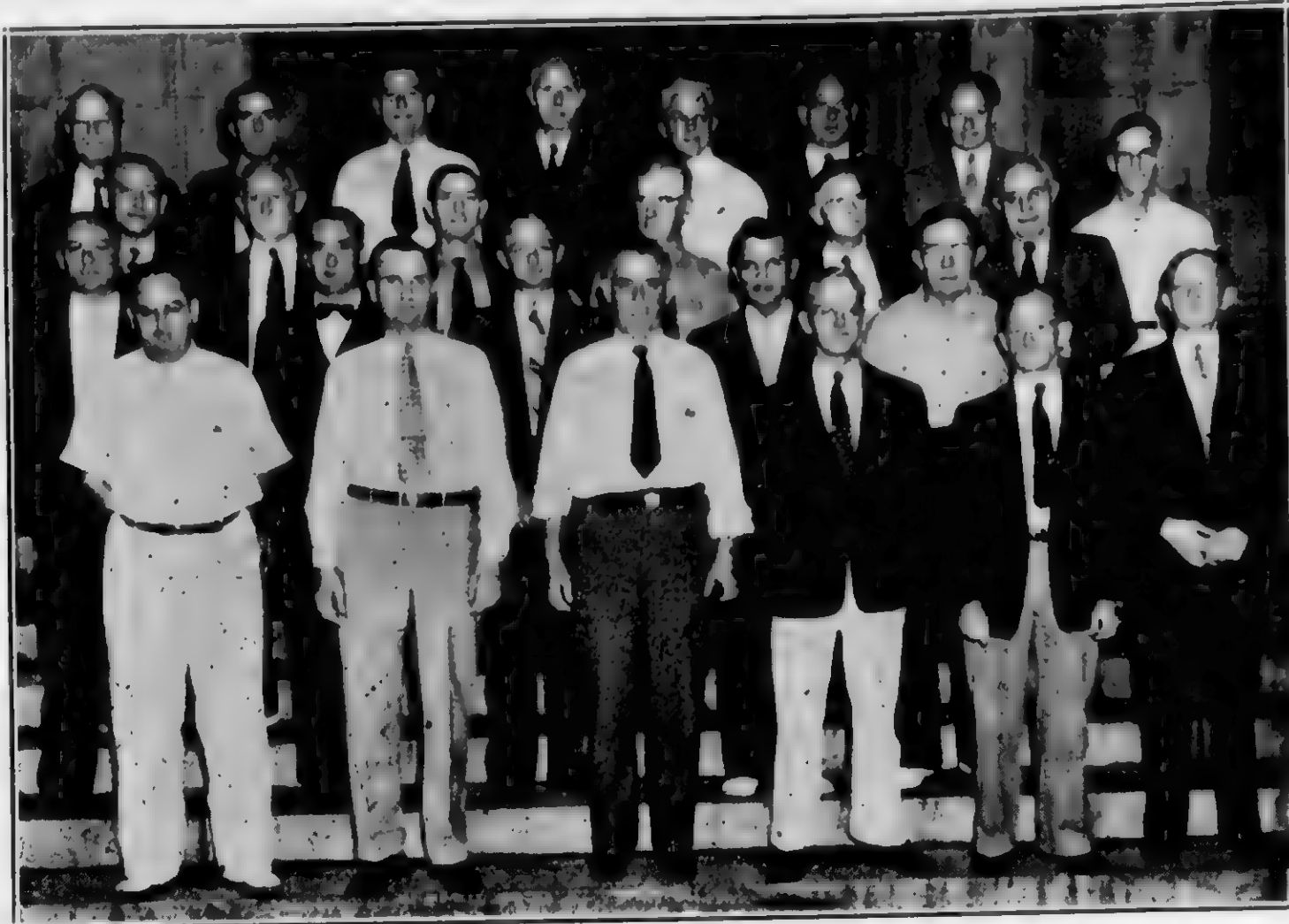
## Comm. Miller Reports on New England Trip

(Continued from Page 1)

While one must always make allowances for differences in climate, traffic density and the adequacy of existing transportation facilities, highway problems the country round are similar in many respects.

"Two conclusions were reinforced by this trip, namely, that

## BRIDGE DIVISION WELDING CLASS



Shown here are the office and field members of the Bridge Division who recently completed a course in welding. From left to right they are, front row: George Voorhees, W. J. Conley, consulting engineer for the Lincoln Electric Company, who conducted the course, Morris Goodkind, Arthur Stetser, Charles Fox, William Umberger. Second row: R. E. Simon, Wilber Spencer, John Patrick, Paul Gabrenas, Patrick McCullough. Third row: Marcel Ludasy, P. H. Burch, Curtis Weller, J. J. Krieg, E. D. Coursen, R. B. Titsworth. Back row: Chester Appleton, J. J. Sheenan, George Hefferman, L. C. Petersen, Leon Chatten, Sven Hedin and A. J. Lichtenberg.

## Your M. C. presents— THE LADIES... Bless Them

The success of our top-most comedians has been attributed to an ability to laugh at their own expense. If the following bit of verse was designed to evoke laughter at the expense of THE LADIES (bless us all) then we propose to beat the male of the species to the punch.

We see it every morning. It happens every day. A double file of female clerks Meander on their way.

The thing that puzzles all the men And gives the boss grey hairs— When the girls go to the powder room They always go in pairs.

Perhaps the trip is long and rough. The hall is dark and lonely. But two by two they always go To the room marked "Ladies Only."

The poor boss stand and tears his hair. He's simply torn with grief; The day's production goes to h—l. While the girls go on relief.

At two o'clock each afternoon, The march begins once more; What goes on in that front room, That cannot wait till four?

The only way that I can see To make production boom, Is to move the whole d—d office Into the Ladies' Room.

—ANON.

Should there be those who need evidence of the fact that our ladies are capable of serious and worthy contributions to the Department, then a far cry from a laughing matter are the suggestions submitted to the Suggestion Box by Anne Specter and Dolores Sica. "Do

we in New Jersey must push forward vigorously our parkway program if we are to keep up with the trend of the times and, secondly, that we must without delay add a solid engineer to our staff to meet our construction problems intelligently in the days ahead.

"I return to New Jersey also with appreciation for the splendid highway system which has been constructed in our own State over the past quarter of a century and more."

lores, now with the Department of Economic Development, we are responsible for the newly printed reference note on letterheads which facilitates the routing of mail. Anne's idea took form in the adoption of the duplex envelope which has proven beneficial in that first class mail may be sent along with printed matter.

Supplementing our ever-increasing staff of "gals" are Edith Toth, Construction Division, Dorothy Hunt and Mrs. Nancy Tallon, newly assigned to the Administration Division. The welcome mat is out for you, girls.

The title of A-1 pinch-hitter goes to Mary Massorotti who has been consulting from desk to desk during the vacation season. Grace Moore has also done a commendable job at Helen Tallon's desk during her absence. Very nice going!

Our vacationists this month are Elaine Blumrich, Betty Lewis, who have returned from Pt. Pleasant; Marion O'Hara, whose preference is Cape May; Eileen Logan took in an extra bit of "showing" in New York, while Mabel Beans spent a week touring Canada.

It's good to have Mildred Friedman off the sick list and back with us again.

"Shoo-shoo, baby—don't cry baby—your daddy's off to the seven seas"—but we hope it won't be too long before your proud parents are reunited and can wait on you together. The color: blue; the date: Sunday, July 29th; and do we all know the mother? . . . Leah Jackels! Congratulations to you and Fred both, Leah, on the birth of your son.

Anne Ludwig took formal leave of her co-workers at a luncheon held for her at the Hotel Hidebrecht on July 21st. Her hostesses, Anne O'Connor, Helen Disbrow, Mildred Friedman, Evelyn Moley, Marilyn Siddall, Dorothy Hunt, Eileen Logan and Mary Cunningham presented Anne with a farewell gift from the office.

We're sorry to hear that Margaret H. Durning, of the Newark Division, Ethel Weiss, of the Construction Division, and Mary Chamberlain, of the Newark Office, on Thursday, August 9th.

Florence King entertained Cora Tichenor, formerly of the Projects Division, Ethel Weiss, of the Construction Division, and Mary Chamberlain, of the Newark Office, on Thursday, August 9th.

## Construction Comments

Fred C. Claus

PLEASANTVILLE OFFICE

Leland Busby

J. Arthur Best was recently mustered out of the Army Air Force and resumed employment with the Department on July 2nd. His readjustments to the rigors of an unadorned life (red points and such) required a very brief period of time and he now affixes his signature to all correspondence as J. A. Best, Civilian. Welcome back, Arthur!

Frank Carfagno, Designing Highway Engineer, was recently sworn into office as a member of the Price Panel of the War Price and Rationing Board at Ocean City.

C. M. Somers reported for duty one morning recently bearing sundry lacerations upon his visage. Persistent questioning failed to disclose the nature of the encounter from which the injuries resulted, but on that particular morning, Cliff treated the office force to hot buns. Was this a "hush" offering, Cliff?

John Beckley is very reticent in all matters, but his prowess as a fisherman is well-known and it can do no harm to divulge that he recently returned from an excursion on Absecon Bay with a catch of 42. No red point trouble there, John!

To others his situation might be cause for mirth, but to Ed. Baud it's no laughing matter. Ed, in case you didn't know, bought a house in Pleasantville some time ago, intending to move into it immediately. But, alas, the housing shortage is such here that the present tenants could not move because the house they had bought was still occupied, etc. The upshot of it all is that Ed's home will not be vacated until about the middle of August.

Ed Evans and Lew Lake are both engaged in major alterations at their homes in Tuckahoe and Pleasantville, respectively. We think they both can qualify in almost any of the manual arts, including plumbing, carpentry, electrical work, etc. Don't hook up the wrong pipes, boys. Lew has a recent addition to his already large family of pets; 200 day old chicks. Got enough now?

George Gillette, son of Eugene M. Gillette, was recently commissioned an Ensign in the U. S. Naval

## ELECTRICAL FLASHES

John Kilpatrick

Quite a bit of excitement was caused when Joe Hunt's girl "Dorothy" Dorothy Hudak, welcomed home her husband from Europe after an absence of 17 months. Dorothy is expected to return about the 20th of this month.

The boys at Bldg. No. 20, Fernwood received an interesting note from Henry K. Johnson in the Pacific area. Hank told of a chance meeting with George (Mac) McGinnis, now a petty officer on military leave from the Electrical Division, which goes to prove that it isn't such a big world after all.

The Alcid Wright Sr., seems to have a hand in the lend-lease program. They're anxiously awaiting a cable from England announcing the marriage of Alcid, Jr., to Miss Elsie Harle of Suffolk, England. Congratulations.

It is with deep regret that we announce the tragic death of Obie Hurley, Bridge Operator on the Rt. 44 Woodbury Creek Bridge. Among the pall bearers were: Dan Glendenning, Frank Shuster, John Deter, Tom Harris, and Fred Tull.

It's always a pleasure to welcome a returning serviceman, the serviceman in this case being Benjamin Newman, lately of the Maritime Service. Ben will be remembered as a Bridge Operator, and we're happy to have him back with the Division.

I know H. D. Cramer's fellow-employees will be happy to learn that he is recuperating very nicely via the Atlantic City Hospital.

Here's a news flash that just bounced over the wires. Lorraine (Junior to you) Bannerman is expecting that one and only within a few days. He's been gone over two years, and from the looks of things a lot of lost time is going to be made up.

Chet Anderson of the home office has taken himself off to the woods. Haven't heard a word from him since leaving on his vacation. Hope he's enjoying the scenery.

During the past few weeks Grace Moore, a permanent party member, has been taking over Helen Tallon's duties in Sigvald Johannesen's office. Helen welcomed her husband home a few weeks ago and is now on leave of absence.

Reginald K. Bowen, Chief Electrical Field Assistant of Port Republic resigned as of August 1st. Reg was employed by the Highway Department for the past 10 years, and tendered his resignation in order to engage in private enterprise. We wish him luck in his new adventure.

Sorry to hear that Angelo Manze has been ill. Here's wishing him a speedy recovery.

Birthday Congratulations for the month of August are in order for: Dominick Dentino, John Budd, Ernest Brendel, Everett Boulton, Lorenz Archer, Joseph Allen, Sr., George B. Johnson, Andrew Hayes, James A. Giberson, William Rasmussen, Joseph A. Powell, Ralph H. Picht, John McDevitt, Angelo Manze, Andrew B. Leaver, Alcid Wright, Sr., Stephen I. Stevens, Herman Silverman, Charles J. Sherman, Oliver Schaefer, Charles Savastano, Oscar J. E. Sampson, Thomas Ryan and Armin Scheller of the United States Maritime Service.

Reserve, and has just reported for duty somewhere on the West Coast.

Edgar Corson reports that dental practice has made such rapid strides that, in his case, it can now be truthfully described as painless. Edgar recently had seven teeth extracted, and avers that he felt not even the slightest twinge of pain. However, lest the writer be accused of mendacity, he hastens to add that these teeth were all decayed, and were removed to make an emergency repair.

## Highway Department Launches \$7,000,000 Construction Program

### Governor Edge Authorizes Department to Proceed With Pending Construction

Upon authorization from Governor Edge eight major highway projects, among the first in the nation to be undertaken in the reconversion program, have been or will be in the near future advertised for bids and construction commenced as soon as possible.

These projects will be built entirely with State funds by transferring the present State highway account balances in the matched Federal-State highway account back to purely State construction. In this way these projects can be undertaken during the remainder of the construction season.

Three of the eight projects have already been advertised for bids. These are:

Reconstruction of the Route 25 traffic circle at Camden to provide safe separations and eliminate traffic at a cost of \$610,000. Completion of Route 35 bridge over N.Y. & B. Railroad at Morgan Point at a cost of \$80,000.

Widening of the underpass of Erie Railroad on Route 4, Berks County, to eliminate a bad bottleneck, at a cost of \$230,000. The five remaining projects for which bids will be advertised in the near future are:

Widening of Route 25 from the Elizabeth-Newton line to Port Street into a six-lane road with two express lanes and construction of several grade separations at traffic intersections, costing \$2,275,000.

Repairing of eight-tenths of a mile of Route 4N, Norwood Avenue, at a cost of \$100,000. Relocation, paving and construction of a bridge on 2.8 miles of Route 28, Lebanon to White Horse in Hunterdon County at a cost of \$400,000.

Paving and relocation of 2.1 miles of Route 28 from White Horse to Fiddlers Elbow in Hunterdon and Somerset Counties, at a cost of \$200,000.

This construction, which represents an estimated expenditure of \$2,295,000, will be the last remaining highway work that will be undertaken during the present construction season and will provide large-scale employment in areas where there is a substantial volume of unemployment.

It will be noted with interest that two of the projects listed above are located on Route No. 25, the greatly overburdened artery between New York and Philadelphia. While these proposed improvements will alleviate traffic congestion to some extent, it is hoped that the final answer will be found in the eventual construction of Route No. 100, the proposed trans-state express highway. An artist's rendering of this proposed route is re-produced below.

## Department Cited For War Service

Official recognition of the State Highway Department's service in behalf of Civilian Defense was given recently when those who coordinated the Department's activities in this field were recipients of citations from Mr. William A. Wachenfeld, Civilian Defense Director. Among those honored were Commissioner Miller, Mr. E. V. Connett, Supt. of Maintenance, Alex W. Muir, and Supervisor of Maintenance John J. Stanley.

The Department's part in the State-Wide Civilian Defense Program was extremely "hush-hush" during the war, but with the cessation of hostilities the details of the comprehensive set-up reveal the governing authorities of New Jersey had left little to chance and were prepared to meet any emergency.

# THE HIGHWAY

VOLUME 4 — NO. 2

TRENTON, NEW JERSEY

SEPTEMBER, 1945

## Post-War Construction—A Challenge

The coming of V.-J.-Day has brought rejoicing the world round to all lovers of liberty. But it has also brought great responsibilities upon all the United Nations in the reconversion from war to peace.

While America's cities and industries are unscathed by any bombs, her task of economic restoration to a peacetime basis is second to none. For her burdens are both domestic and international. With a colossal Federal Debt of three hundred billion dollars, with the mightiest military machine and war plant ever assembled to be demobilized in record time, there are vast human needs of devastated and impoverished people on two continents dependent largely upon the United States for help. It is an adage that war creates more problems than it solves. Surely this global conflict has compounded problem upon problem until they loom large and staggering.

Yet America will face the tasks of peace with the same resolution with which she faced the war crisis. It will bear its burdens, great as they are. But these burdens must be shared. A great portion of this burden must rest upon the Federal Government, especially with our aid abroad. But there are other and increasing burdens which must rest squarely upon the State to speed reconversion back to peace. One of the first of these tasks is to insure that men who return from the Armed Forces and are demobilized from War plants to their homes are provided with jobs.

The major burden for providing jobs in a free economy rests upon private industry. But there is a burden that rests squarely on government during the transition period from a war to peacetime economy. Government, both Federal and State, has a responsibility to provide short-time employment opportunities in public works until such time as private industry can provide long-time employment opportunities for those who are willing and able to work. Public works can never provide jobs for all. They can provide employment for many workers in the construction industry and thereby aid in the stabilization of the whole economy.

In normal times construction is a barometer of economic conditions. When construction is up there is general prosperity; when it is down there is economic distress. Taken together private and public construction provide between 10 and 15 percent of the national income. Of all new construction work, public works constitute approximately 33 percent. They provide jobs both on and off the site. For every million dollars of public expenditure, there are 329,000 man-hours of work provided on the site and 476,000 man-hours in the production, processing and transportation of materials off the site.

During the war new highways have not been constructed and old highways have been inadequately maintained due to the war priorities. Now, however, priorities have

(Continued on Page 2)

## Suggestion Leads To Redesign of Approach Slab

Many times a suggestion is made that contains the germ of an idea which with refinement has considerable value. Such was the case with the suggestion of Maintenance Foreman Charles Weller, of Hightstown, who, as the result of his experience in mudjacking approach slabs to bridges, conceived



CHARLES WELLER

the idea of redesigning these members in such a manner as to withstand the tension developed when approach slabs were being raised by the mudjacking process.

The Suggestion Com. while hesitant to accept the slab design presented by Foreman Weller without further research, recognized the fundamental merit of the suggestion and was instrumental in having Acting State Highway Engineer C. F. Bedwell appoint a committee for the purpose of investigating new design possibilities.

This Committee, composed of F. D. Wieruff of the Maintenance Division, L. C. Petersen of the Bridge Division, William Van Breen of the Survey and Planning Division, D. Robinson of the Construction Division, redesigned the present bridge approach slab in such a manner that it is felt all future construction will now withstand any tension developed by mudjacking as well as traffic loads.

Despite the fact that the Design Committee worked long and hard on this matter, full credit goes to

(Continued on Page 2)

## Difficult Repairs Undertaken at Lopatcong Creek

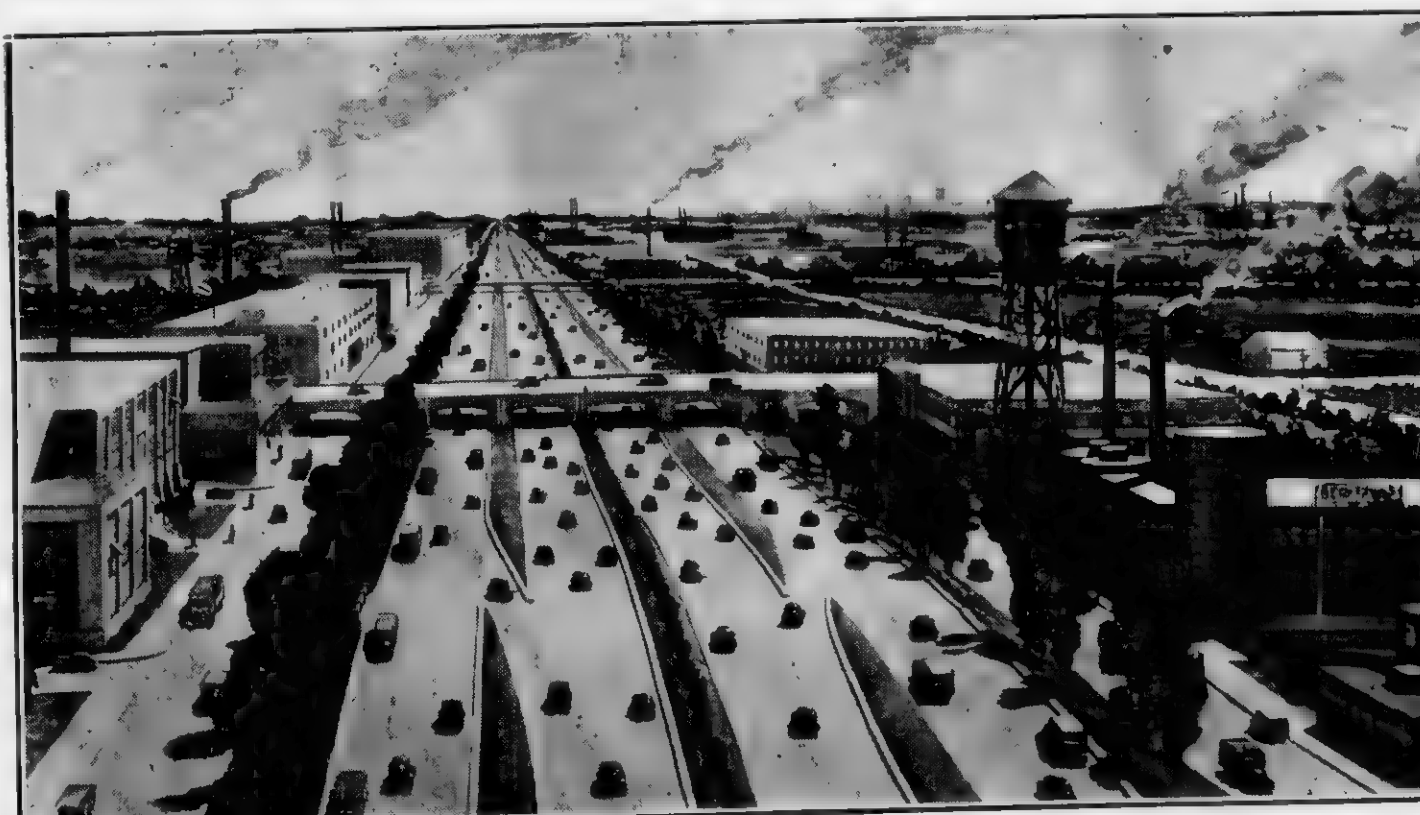
### Bridge on 24-28 Connecting Link Severely Damaged By Cloudburst

Repairs to the Lopatcong Creek Bridge on the Route 24-28 Connecting Link between Still Valley and Phillipsburg, Warren County, severely damaged during the cloudburst in that area on Monday, July 9th, are under way. The photographs on page 4 illustrate well the extent of the damage and the problem faced in its repair.

Built in 1938, the Lopatcong Creek Bridge was a 3 span concrete box rigid frame structure of 36 feet, carrying an earth fill of 18 feet to the road level. The original stream bed was approximately 7.2 feet below the underside of the bridge roof and inasmuch as the structure bridged a comparatively quiet stream, the bridge was believed to be safe for years.

On July 9th a cloudburst occurred in the hills of Warren County and the placid stream became a raging torrent. The flow of water was so swift and severe that the

(Continued on Page 4)



Artist's rendering of proposed Route No. 100 which will act as a relief for present Route 25. The section of highway depicted above shows this route through a highly industrialized section of North Jersey. The marginal service roads shown will be constructed on the right of way as the commercial and industrial needs of a district demand such refinement.



## THE HIGHWAY

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## Announcement

The Suggestion Committee invites you to submit a poster that will aid in encouraging more employees to contribute their ideas to the Suggestion Plan.

**THE PROBLEM:** It is desired to supplement the announcements appearing in The Highway with a pictorial appeal to all employees urging them to submit their ideas for improving any phase of our work or procedure.

Poster designs should, in a broad manner, combine pictorial and word appeal so that they arrest attention and arouse interest in the plan; to the end that a person viewing a poster may feel an impulse to act and submit a suggestion, however small. Just how this may be achieved is left to the skill and imagination of the designer.

**DETAILED CONSIDERATIONS:** Posters shall be drawn with black ink on a white drawing board such as Illustration, Whatman, Edco or equivalent. Finished size shall be 12"x18" with a border line not less than 3/4".

Finished posters shall be delivered to the office of Mr. E. V. Connett in the State House Annex not later than Friday, Dec. 14th. Your full name and address must appear on the back of the poster covered with an opaque gummed paper. You may submit more than one entry.

**JUDGING:** All entries shall be judged by Commissioner Spencer Miller, Jr., assisted by a competent jury, selecting those designs likely to stimulate a maximum of interest in the Suggestion Plan. Announcement of the accepted design will be made at the Christmas meeting, at which time the original drawings will be on display in the Commission room.

Designs may be reserved for exhibition or publication and will be returned in a reasonable time. The winning design will be printed for Department use.

## Post-War Construction—A Challenge

(Continued from Page 1)

been lifted; restrictions have been removed and the energies and resources of the Department can be released for a new construction and reconstruction program for the future.

For three years the State Highway Department has been planning against the day of the war's end and the commencement of highway reconstruction. For three years its Engineers have been giving their thought to ways in which a comprehensive highway system could be built to more adequately serve tomorrow's needs. For three years it has been appraising past performances for both virtues and defects. Now the war is over! Governor Edge has authorized the State Highway Department to commence this Fall to put under contract projects totalling between four and five million dollars. Significantly enough all of these projects are to be financed by moneys appropriated by the State of New Jersey. No Federal Aid is asked. This will facilitate prompt action. Before the end of the construction season this Fall it is hoped that a number of these projects will already be started and all can be completed in 1946.

For the members of the Highway Department then the coming of V. J.-Day means that we move from the relatively inactive planning stages of war into the active construction phases of the transitional period to peace. It will be a challenge to every employee of the Highway Department to demonstrate that the Department which has proved its capacity to plan can again prove its capacity to build. We shall need legislative appropriation, we shall need Federal Aid, but above all we shall need the will to move forward together as a team. We can demonstrate our capacity to build an even finer system of highways than we have built in the past and to render an even higher service to the citizens of the State than ever before.

*Spencer Miller, Jr.*

## THE HIGHWAY

### Highway Honor Roll

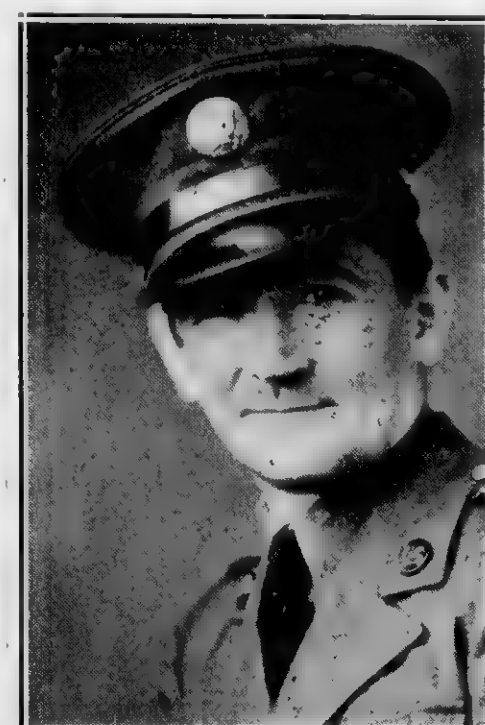


### News from Our Men In the Service



HENRY F. TULLY

Henry F. Tully, of Keansburg, has returned to duty with the Maintenance Division following his honorable discharge from military service. Henry was inducted on March 24, 1941, and after training in this country was sent overseas to the Pacific area in March, 1942. As a member of the 814th M. P. Company, he saw service in Australia, New Guinea, and New Caledonia. His discharge indicates that he is the holder of the American Defense Medal, the Good Conduct Ribbon, and the Asiatic-Pacific Ribbon with two bronze stars. It's good to have you back, Henry.



PFC. CHARLES BERZ

Pfc. Charles Berz, of Hightstown, returned to work recently in Foreman Yarnut's maintenance crew after over three years' service in the U. S. Army. Charlie was inducted at Fort Dix in June, 1942, and saw service in this country and overseas with the 324th Port Bn. and the 187th M. P. Company. He received his training at Fort Bragg and was sent overseas from New York to Casablanca, arriving there in November, 1942. After one and a half years' service in Africa he moved on into Italy and saw duty in Rome, Naples and Leghorn. Of his return trip he shipped out of Naples to Newport, Va. and was honorably discharged at his original point of induction, Fort Dix, on August 14th. He returned to work on September 17th and we are glad to welcome him back.

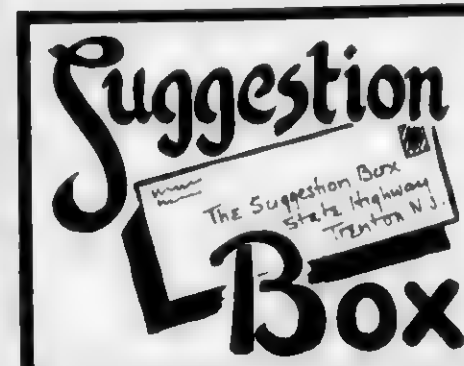
### Calise on Destroyer

Tony Calise, who prior to his enlistment in the U. S. Navy in September, 1942, worked in one of the Passaic County Maintenance crews, writes us an interesting letter from Pearl Harbor. Tony was assigned to the destroyer U.S.S. Gleaves was back in October, 1942, and to quote Tony he is still aboard "the same old ship." A news release which accompanied Tony's letter gives an interesting account of the Gleaves' combat history and in part reads:

"The destroyer USS GLEAVES, crack veteran of the Mediterranean theater of war, sailed into Pacific waters for the final blows against Japan with a record of eleven enemy ships sunk or damaged and thirty short bombardments, gained in four years of Atlantic service. During her months of duty in the Atlantic and Mediterranean, the Gleaves fought her way undamaged through more than one hundred air raids and from under enemy gunfire twenty-five times. She also was credited with the destruction of enemy submarines and at least one aircraft. For this record the destroyer has been recommended for a high naval award—Commander Destroyers Eighth Fleet."

Tony informs us that his present rating is Boatswain 2/c, but he hopes it will be Civilian 1/c soon.

Pfc. Albert A. Allen, formerly employed in the maintenance crew under Foreman William F. Pinker, of Passaic County, has returned to this country after 27 months' service overseas in the African and European theatres with the 324th Port Bn., 81st Division. He is at present enjoying a furlough at home with his mother at Spring Lake.



**SUGGESTIONS** that grow out of experience are often of great value. Gov. Harry F. Kelly of Michigan had an experience that pointed the way to something better.

**GOVERNOR KELLY** who had lost a leg in World War I observed that World War II had produced 125,000 amputees, 85% of which were double amputees. He lost little time in telling a group of automobile men that they should find a way for disabled service men to operate their cars. The governor's suggestion was acted upon immediately by automotive engineers and orthopedic specialists, who developed the simplified steering gear for amputee veterans.

**THIRTY SEVEN VETERANS** at Walter Reed hospital who have lost a leg or arm have been licensed thus far to drive automobiles, and according to the men who gave them their tests, it would be a fine thing if all applicants could handle a car as well as those soldiers.

**HIGHWAY DEPARTMENT** suggestions often grow out of work experiences and may contribute to safety or the saving of lives. Suggestion No. 230 submitted by Joseph Martine of Belleville and Lawrence Hock of Ridgely, both employed in the Electrical Division, will lead to the eventual removal of car tracks on the Route 3 Secaucus bridge, as a safety measure.

**MOTOR VEHICLE** records plus Departmental experiences indicate that many accidents originating in a skid have occurred at this site; and that the removal of these rails will definitely reduce this hazard and it is hoped, save lives.

### Approach Slab

(Continued from page 1)

Mr. Weller who first recognized the need for this slab redesign. It is hoped that Foreman Weller's experience will prove an incentive and stimulate the submission of more suggestions, particularly from those who may have good and valuable ideas in mind but refrain from giving voice to them because they may feel a lack of technical knowledge to carry their ideas through to completion. Just as in Foreman Weller's case, we are glad to welcome him back.

### Back from Europe



MAJOR HERMAN MEURY

Major Herman Meury, maintenance inspector, returned to this country recently on emergency furlough. Major Meury was attached to the 50th Quartermaster Bn. in support of the 1st French Army, flew back from Paris, arriving in the States September 5th. He stopped in at the Maintenance Office recently and was observed that his European Theater Service Ribbon was adorned with four battle stars and the D-Day Invasion Insignia. Major Meury is now a casual officer at Fort Dix, assigned.

### Foreman's Assc. Offers Bond Prize For Suggestions

John S. Taylor, President of the Highway Foreman's Association, announces that his organization will present a \$25.00 Bond to the Department employee submitting the suggestion judged most meritorious during the year 1945. Presentation of the award will be made at the annual Christmas Party of the Highway Department.

The Foreman's Association then joins two other Departmental organizations—The Ten Year Club and the Bridge Division Club—in cooperating with the Suggestion Committee by providing tangible rewards for suggestions.

This action on the part of the Foreman's Association indicates an alert interest in Departmental progress and is most commendable.



"By George, that settles it, hand me a suggestion blank."

**Hunterdon Crops**  
We heard the other day of an author who moved on a farm in Hunterdon County, because he thought it would be a good place to write. When an inquiring neighbor asked, between sips of the baccy juice, what crops the stranger intended to raise, said author was momentarily stumped. Then he happened to recall what his wife had said about the city being no place to bring up children.

"I'm going to raise children," he said brightly.

The farmer spat meditatively. "Around here, he said, 'We have on that as a side line.'"

### PLANNING SURVEY

JOHN CHRISTIANO

Most of the Planning Survey was completed during our vacation we were unable to report any activity in the past two weeks.

Major Radis and Larry Kavanagh have been loaned to the Department of Vehicle Operations, being conducted in conjunction with the Federal Government. We are also using about 70 temporary employees (mostly along with a few housewives) for a good many years.

For a good many years the writer of this column was going to work to escape the woman but, just as at home, working housewives give us a lot of trouble.

Generals' conferences and meetings are keeping Vince Berber, our Engineer-in-Charge, busy these days. Joe Natale is a busy man, as he is in the field of operations.

Tony Amabile and Charlie Freeman, teamed up with Louise Beck, are compiling the Loadmaster Record Sheet.

Al Maspoli received his first promotion in Switzerland. He is now a member of the U. S. Army. He is doing his basic training at Camp Croft, S. C.

Ann Louise Downs, daughter of Mr. and Mrs. Edward A. Downs, has entered Drexel College in Philadelphia. After finishing high school in June, Miss Downs was employed for the summer months by the army at Fort Dix.

Mr. and Mrs. Charles Kuhn, Sr., were thrilled to hear that their son, Charles, Jr., calling from Camp Kilmer. He had just arrived on the Queen Mary and is looking forward to a 30-day furlough with his family.

Pvt. Bob Fleming ran into a piece of good luck when the Army transferred him from Sheppard Field, Texas, to an assignment at Fort Dix.

Senor Delgado vacationed at Ocean Grove resting... and maybe thinking.

Hervey Doane, our counselor and father confessor, has that faraway look in his eyes these days. What are you dreaming of, Hervey?

Charlie Freeman states that not one of his challenges has been compelled to officially disband his invincible football team.

Three cheers to our former co-worker Walter Yuchio, Private Yuchio to us now, who has changed his uniform from blue to khaki. Walter is at present stationed at Camp Claiborne, Louisiana, and, believe it or not, rather likes this new army.

Two occupants of this office, who wish to remain anonymous, would like to inject an item or two about our pleasing editor, without his knowledge. Johnny's son, who is in the United States Air Corps, just reported back to camp after a month's furlough. He had been in the European Theatre of Operation during the major campaign battles. By the way, Johnny has a new song these days, called the "Laundromat Blues." Ask him why he sings it.

**LABORATORY LINES**  
Norm Schaller

Bill Ryan's daughter Mary now answers to Mrs. Lewis Molnar. The ceremony took place at the Blessed Sacrament Church on Sept. 1. Mary has returned to work after spending a honeymoon at the Delaware Water Gap.

Steve Druzbicky who has been on leave of absence from the Lab doing war work came back with us on Sept. 17.

The Lab extends a heartfelt "Welcome Home" to her returning husband and looks anxiously forward to the time when all her boys will be back in the fold.

George Goeller stopped in the Lab with a great big smile and spent some time with his brothers in discharge button shining on his coat lapel. George returns to the Lab on Nov. 1.

Eddie Baumann has received his discharge from the Army and will be back in the fold Oct. 1.

Jean Anderson is all aglow these days. Jean received a telephone call from her husband from the Hawaiian Islands and its just a question of waiting for a boat to come home.

John Henry has returned from his vacation looking very fit. John has spent some time with his brothers in Newark and New York.

### Administration Division

Arthur Egan

That beautiful Irish Setter on the cover of the September Issue of "Sports Afield" is the property of William Howell, son of Mr. and Mrs. Marvin L. Howell. The dog, whose name is "Sham," has been a model for several paintings by W. W. Calvert, a Bucks County Artist.

Corporal Kermit Bonner, just back from Europe, visited the Department the other day. Caught in the famous Belgium Bulge, he related some of his experiences in his usual humorous manner and makes serious and hazardous incidents seem trivial.

Bill Ward, Bill Cramer and your reporter recently did a baseball marathon, sitting through 25 innings at Shibe Park. The 16-inning nightcap was a thriller and made the effort well worth while. Late in the game in answer to an inquiry as to the inning, Bill Cramer replied that it was the 14th inning which reminded him that it was time to wind his watch. This prompted Bill Ward to ask if he only wound his watch in the 14th inning.

Bob Cramer, son of Mr. and Mrs. Paul F. Cramer, is now a member of the U. S. Army. He is doing his basic training at Camp Croft, S. C.

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### ELECTRICAL FLASHES

John Kilpatrick

What with the excitement of V. J. and complete victory, the Electrical Division had news aplenty of its own this past month. The arrival of Carl R. Henry on August 22 was a pleasant surprise to those of us at the home office. Congratulations to the Henry's upon their newest tax exemption.

Last month we reported the expected arrival of Lorraine Banner, man's one and only, and just to prove that she wasn't jesting about making up for lost time, "Junior" became Mrs. C. J. Deschler, Jr. on August 25 at All Saints Chapel, Trinity Cathedral. We extend our heartfelt congratulations to the young couple and are hopeful that the Mrs. will return to her alma mater very soon.

Charles Stecker arrived one morning wearing a very proud expression much to everyone's curiosity. We finally learned that his son, Captain Robert Stecker of the 7th Air Force had been awarded the Bronze Star for gallantry. Bob has spent three years in the Pacific Area and is now stationed at Wright Field, Dayton, Ohio.

Another member of the home office had the place in a dither awaiting the arrival of his name—Howard Rigby. He finally arrived, after having spent 32 months in the Pacific as a member of the 1st Division Marine Corps. He was the recipient of the Purple Heart on two occasions.

Another follow-up from last month—Al Wright, Sr. is now a bona-fide father-in-law. Al is very happy about reaching the father-in-law category and hopes it won't be long before he can welcome home his new family.

Among the vacationists lately returned to work are Joe Leaver, Frank Wood, Andrew Leaver, Frank Harris and Johnnie Kilpatrick. Did you have a good time boys?

Here it is the month of September so to all those who are celebrating their birthday's under the sign of Virgo we'd just like to say "Happy Birthday."

Happy Birthday to Arthur J. Cadell, George A. Carrigan, James Durkin, John W. Endes, William J. Kerwin, Armand Innocenti, Laurence Hock, George R. Goldy, Joseph Riley, Richard W. Prickett, Nicholas J. Oswald, William McDaniel, Robert V. Yenteb, Douglas Wadsworth, Donald D. Thompson and George W. Seniff.

**8 Bowling Teams**  
(Continued from page 1)

As vice-president, Cliff Storor will serve as treasurer.

After two weeks' competition, the League Standing is as follows:

Won Lost Pct.  
Electrical 6 0 1000  
Administration 3 0 1000  
Maintenance Painters 4 2 667  
Equipment 2 1 667  
Machine Shop 3 3 500  
Equipment Electric 2 4 333  
Inspection 1 5 167  
Fernwood Guards 0 6 000

Captains of the teams are as follows: Equipment—Tim Brennen; Painters, Harvey Butterfoss; Electrical, John Kilpatrick; Guards, Elmer Pintorelli; Inspectors, Henry Brackley; Arthur Nelson, Office; Andrew Vollman, Machine Shop; Jimmy Walter, Admin.

Bowling will continue every Friday night until next Spring and is hoped that a large turnout of Highwaymen will follow their favorite team. Prospective bowlers most interested in having additional bowlers try out for league competition and says that league rules permit a man to bowl with any team regardless of his particular place of employment as long as he is not already signed with one of the teams at the time the season opens.

**LAND AND LEGAL**  
ED DRAKE

Vacations are in vogue. Vince Rebbeck recently returned from Ocean City. Ann Manion from the Poconos, Ed Drake from Long Branch, John Watt from Ocean City, Jim Laffan from Atlantic City, Frank Skillman from Ranglely, Maine, Herman Kramer also returned.

We welcome Roger Sherman as a member of our Negotiating Department, transferred from Survey & Plans. Best of luck in your new field of endeavor Roger.

Russ Johnson reports that his son, Bill, has been assigned to duty on the new destroyer "Conc" just recently commissioned at the Brooklyn Navy Yard. He is now on a six weeks' cruise to the West Indies.

Keep in mind for the holiday season that Russ Johnson and Frank Skillman have each had a batch of roosters captured.

### BRIDGE BRIEFS

Arthur Lichtenberg



JOHN PATRICK

### Construction Comments

Fred C. Claus

Several of the "Boys" at Montclair Office have been vacationing.

Howard Rigby spent several days at Saranac Inn at Saranac Lake—a good time except for some car trouble—better buy a new car soon Howard.

John A. Whitehead came back from the shore two shades lighter than a Senegalese.

Herby Englishman took a week off and came back looking a little more worn—don't work so hard around the house Herb.

Our mascot of Montclair, Harold Kettlewood's "Maggie" the goat is now in need of possible better housing facilities—we are open for offers or suggestions.

Our own Mike Ritchie is also vacationing—have a good time Mike but don't go near the water.

Dick Waugh is on the sick list—we hope to see you well again and soon. Don't forget the mosquito at Rutherford Meadows will miss you.

Tony Marino and his field party are sojourning at the Newark Office for a time—giving some assistance for our much needed postwar program, making surveys on the much talked of Route 100.

Trical, John Kilpatrick; Guards, Elmer Pintorelli; Inspectors, Henry Brackley; Arthur Nelson, Office; Andrew Vollman, Machine Shop; Jimmy Walter, Admin.

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On Sept. 6th at the Henry farm near Trenton, John Patrick and his committee of Wilbur Spencer, J. F. Evans and Bob Simon put the Bridge Division thru the lively paces of another successful outing. Fred Dileo emerged as the Tether Ball champion demonstrating a dash and versatility usually associated with professionals. Morris Goodkind and John Patrick won an uphill battle in the quon tournament from a large field. Chester Smith won the door prize. Refreshments and tasty eats completed the menu and cards helped round out the evening. Those attending were Morris Goodkind, J. J. Sheenan, C. P. Smith, R. B. Tittsworth, F. C. Dileo, W. H. Spencer, G. A. Helferman, R. E. Simon, H. W. Leferson, J. F. Evans, Jr., J. J. Kries, M. Ludary, K. Koffler, C. Appleton, C. D. Weller, P. Gabrean, S. M. Rankin.

BRIEFS: A. H. Stetler currently assigned to flood damage repairs on the Lopatcong Creek Bridge, Route 28-24 Comm. . . . Sec. of Field, Calif., officer promotions include Lt. Comm. F. F. Hunter to Commander. . . . Fred hopes to enjoy Trenton in November. . . . Sec. at Keansburg, J. F. Evans; at Ocean Grove, Chester Smith; at Asbury Park, C. M. Fox, G. A. Helferman, Juan Delgado; at Atlantic City, Stae Kanyuh.

Johnny brought home his report card and a note from his teacher. "Dear Mrs. Blank," the note said, "Johnny is a bright boy, but he spends too much of his time with the girls. I'm trying to think of some way to cure him."

Mrs. Blank studied the note, then wrote the teacher: "Dear Miss Scruff: If you find some way to cure him, please let me know. I'm having the same trouble with his old man."

L. C. Petersen preparing nominees for the Bridge Division Annual dinner and election of officers at Cranbury Inn, Oct. 23.

**EQUIPMENT ITEMS**  
JAMES O'ROURKE

Congratulations to Mr. and Mrs. John Goughan on their 44th Wedding Anniversary which they celebrated on September 6th.

Sgt. Jack Boulden writes from Manila of a close call from death aside from actual warfare. While sleeping in tents one night a deadly snake entered and attacked a fellow soldier with fatal results. Having been pals and tent mates for over 3 years, Jack naturally felt the loss of his comrade in arms very deeply.

Louis Verok wearing a big smile while showing his son Art who arrived home with 131 points plus a discharge and citation received for service in Europe with the U. S. Army.

Here's wishing a speedy recovery to Mrs. Frank Hutchinson, wife of Jack Stanley's chauffeur, who suffered a severe fall at her home recently.

After paying rent for 16 years, Joe Thiel finally decided he liked the house he lived in and bought it. He is now a full fledged property owner and is assuming all the responsibilities that go with it.

Bill Lawler, Core Drill Operator, is spending his vacation attending the Moose Convention as a delegate from the Burlington, N. J. Lodge.

While reading the pictorial page of the Newark Ledger dated August 30th, Paty Rimo, Equipment Operator, came across a group of New Jersey boys stationed at Guam and among them was his only son, Sgt. John P. Rimo, of the U. S. Army Air Force. Wearing a nice coat of tan, Sgt. Rimo looked in the picture of health which was very good news to both Mr. and Mrs. Rimo.

Sympathies of everyone at Fernwood are extended to Jack Brower, Auditor, on the death of his mother who passed away at her home in Cleveland recently.



## Maintenance Notes

GENE BECKNER

It is a pleasure to welcome back our work boss, Alex Muir. Suffering from a generally run down condition, he was forced to the side lines early in August. After a brief sojourn at his home in Trenton, he trekked northward to his summer cottage at Culver's Lake. He returned to work September 4th looking much improved and is now back in harness. During his absence the Division's activities were in the capable hands of Fred Woodruff.

Sgt. Jack Lloyd, formerly landscape foreman in the Trenton area, sends his regards from Okinawa. Jack's outfit, Btry. A, 388th A.A.A., was among those in the front lines closest to the Japanese homeland when the Japs capitulated. We're waiting anxiously for his next letter—Jack promises it will be postmarked Tokyo.

Orville Hann, who works in Foreman Lew Whelan's maintenance crew, was operated on last month at McKinley Hospital, Trenton. He is progressing nicely and hopes to be back to work soon. He had better hurry for Mike Mullen sure misses him.

News of Capt. George McCann, formerly maintenance foreman on special assignments, came to us recently in an indirect way and as usual it was all good. John A. Farley, Construction Inspector, sends us word that his son, John Raymond Farley, is a member of Capt. McCann's outfit now stationed in France. To quote young Farley's letter: "We have been laying a lot of black top over here and Capt. McCann is in charge. He sure is doing a swell job. . . . The plant he has is not very large but he is putting out a lot of stuff."

Willard Matthews, who works for Foreman Pinkerton down in Monmouth County, returned to work recently following a siege with meningitis. We are glad to congratulate him on his excellent recovery. Another of our veteran employees who is back on the job after a lengthy illness is Howard Stout, of Foreman Jack Taylor's maintenance crew.

Tony Kuhn's jubilant mood of late is understandable. His son, Bill, is awaiting shipment back to the States after several years' service on a Navy PT Boat in the Pacific area.

Gerry Cahill vacationed recently in Canada, dividing his time between Montreal, where he stopped at the Mount Royal and Quebec. A better goodwill ambassador we couldn't have found.

Another recent vacationer was Phil Voss. Phil left the deluge of permit applications, encroachment notices, etc., that are his daily stint to his four musketeers—Warren Oldham, Johnnie Jones, Charlie Walcott and Gerry Cahill—and sought refuge at Meadow Lake up in Monroe County, Pennsylvania.

Charlie Williamson, who works for Foreman Jack Taylor, stopped in at the Trenton Office recently while on vacation and recalled to your correspondent his baseball playing days. Charlie umpired a lot of ball games in those days and is still at it, officiating occasionally in the Hunterdon County League. He assures me his eyesight has improved over the years. If he'll forgive me, as I remember it was times when there was room for improvement.

Assistant Foreman George Libby with Nick Pendergast up Somerville way is still on the sick roll. His condition has improved some, and we hope soon to see him back on the active list.

Lt. Oliver A. Deakin, USNR, visited the office the other day and it was learned that he is now on terminal leave and will be out of uniform shortly. He expects to resume his duties as Landscape Engineer some time during the latter part of October. With a great deal of increased activity developing in the Landscape Division with the war's end, Bob Green will welcome his return.

Definition of the month: Imagination—something that sits up with a woman when her husband comes home late.

## Ten Year Club Outing Held

Annual Dinner Scheduled For November 19th

In contrast to the deluge which greeted last year's outing, sunny skies looked down on Pleasant Grove near Trenton, Saturday, Sept. 22nd, and some 150 members of the Ten Year Club enjoyed the first fall outing held by that organization. Softball, quoits and some short-lived volley ball were played, but the customers for the most part spent the day eating, thirst-quenching, and in conversation and cards.

Joe Henry's softball aggregation had the situation well in hand until late in the impromptu game when a weakness developed in the right side of their infield (particularly around 1st and 2nd base) and Bill Howell's challengers claimed the decision.

Honors in the quoit tournament were carried off by Walt Riemann and John Leadem, of the Equipment Division, who defeated Andy Brown and Ed. McCordle, Administration, in the final match 31-28. Other semi-finalists in a field of forty were Chris Kucker and Jackson Uhler, Harry Hall and Mickey Murdza, and "Shorty" VanSant and John Seaman.

Some 64 of those in attendance won cash prizes as their ticket stubs were drawn from the ticket box. Major Herman Meury, USA, just back from overseas, and Chief Electrician's Mate Richard Goldy, USN, were guests of the Club.

Ralph Evans and his party from Cape May way had the distinction of traveling the greatest distance, although all of the 21 counties seemed pretty well represented.

Nick Pendergast, Alex, and Thos. Fischetti, Mariano Marchettini, and Frank Venute from over Somerville way were among the early arrivals. Bill Baker, Johnny Madden, Joe Hunt and Tom Martin closed the place up under the lights at about 9:30 P. M.

Gene Beckner, chairman of the committee in charge, wishes to thank all of those committee members—Tony Kuhn, Earl Storer, John Patrick, Jim Tuzozolo, George Cumberly, Bob Simon, John Madden, Joe Hunt and President Bob Martin for their generous aid in making the affair a success. Special mention, too, goes to Clarence Seales, Mike Lemak and Wilbur Spencer, without whose assistance any outing would be at great loss. Clyde Case, as usual, did his tough stint at the gate collecting tickets and dues. It is hoped that all of the club members appreciate the interest that Clyde takes in the Club's activities and the volume of work involved for him.

Plans are well underway for the annual dinner which will again be held at JACK FOWLER'S GENEVA INN ON MONDAY NIGHT, NOVEMBER 19th. Tickets will be available soon.

In addition to the damage to the abutments and piers, a portion of the main deck on the northern end of the center section has dropped as a result of the undermining of the foundation. It will be necessary to cut this portion of the bridge out completely and replace with new construction. This damage is shown in the first of the series of three pictures.

The final steps will be to construct concrete struts between the footings and to reinforce part of the deck, which is rather badly cracked, with a 14 inch reinforced concrete slab. The stream bed will then be restored to its original level which means placing a 12 foot rip-rap fill over almost the entire width of the stream. Another fill of approximately 18 feet will then be placed on the bridge to raise the roadway to its original level.

To carry out this construction

THE HIGHWAY

September, 1945

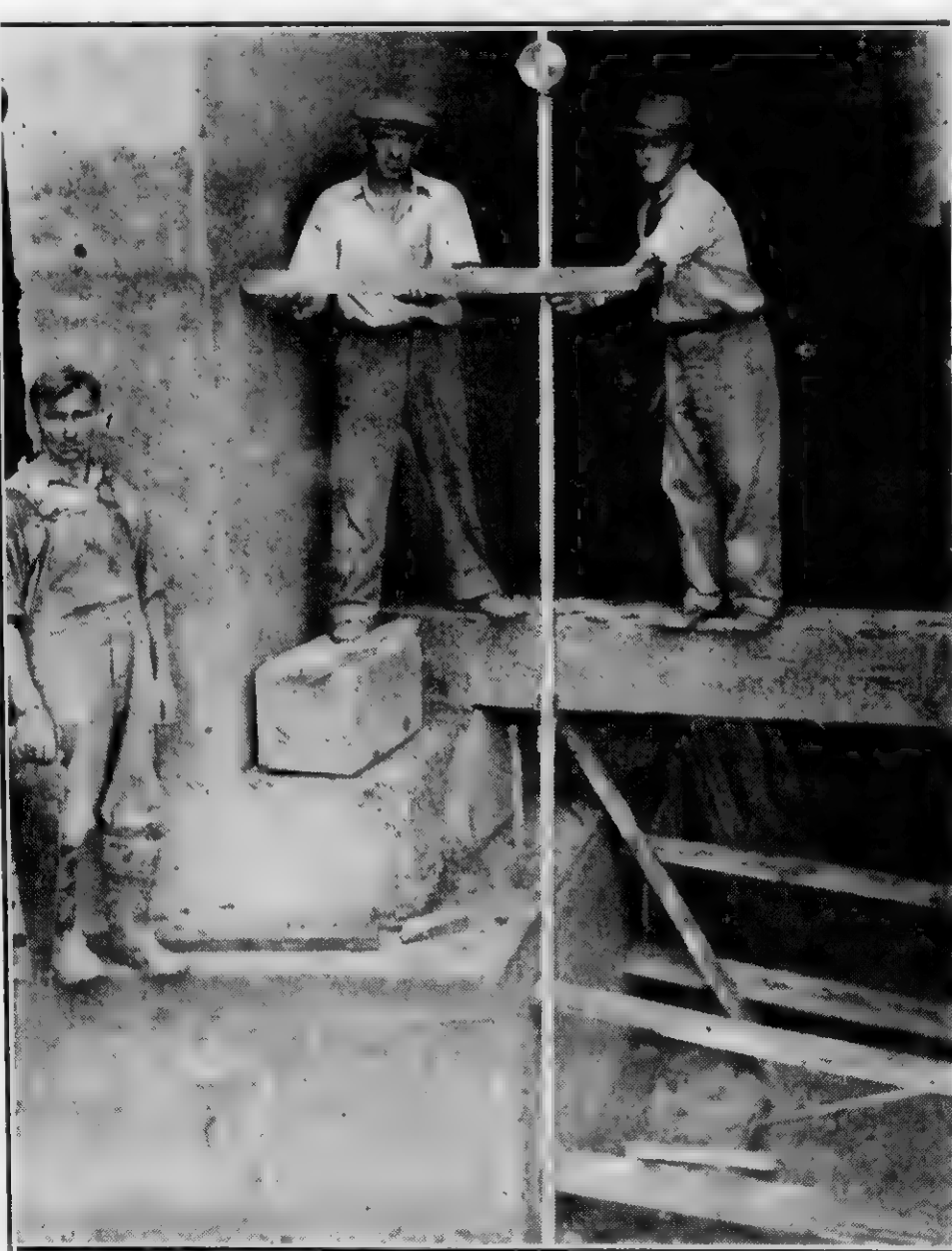
## CLOUDBURST DAMAGE



Western End of center section (showing dropped portion resulting from undermining of foundation.)



General view looking south. Flume shown on left. (Note height of fill to right.)



Indicating height of former bed of stream approximately 7 feet above bottom of old footing. Art Stetser holds level rod.

the bridge site had to be unwatered. The coffer dam and the flume carrying the water past the bridge is shown in the second picture of the series.

The contract for the repair work is held by the Eli-Dorier Contracting Company, of Irvington, N. J., and work is expected to be completed in November of this year. Department representative on the job are Bridge Inspector Arthur Stetser, who is shown holding the level rod in the third picture of the series, and Charles Kuhn, representing the Cost Accounting Department.

A certain worker in a plant was almost invariably tardy in the morning. His foreman finally took him to task. "Jim," he asked, "how is it that you are always late? You live right next to the plant. Tom over there, who has to travel quite a distance is always on time."

"Well," said Jim reflectively, "if Tom's a bit late in the morning he can always hurry, but if I'm late, I'm here.—The Woman."

## Your M. C. presents— THE LADIES. Bless Them

Ladies, please lend an ear. To the tale we have to tell. We can print but what we hear. And but items that concern you. While we'd like to bring you fashions.

Speak of shows, or art and books. Bring to print the gentler passion. Discuss with you a B. G.'s look. We have rules and regulations. By which we must need conform. In your trials and tribulations. Or "personal" we do not pry. Thus restricted, we appeal. For items, whether large or small. And for that which you reveal. May we thank you—one and all.

From overseas, Bernadette Johnson recently received a wrist watch from her brother. For these watches were from Vienna, where, it is reported, the Russians are paying anywhere from five to seven hundred dollars for them!

On his way home from the Philippines is Jean Anderson's husband. On the road to recovery is Josephine Cintas who has undergone an operation and is now at home and reported to be doing nicely.

Peg Anderson, Helen Tallon and Pauline Wieland find luncheon at the Heidelberg a very pleasant repast.

Vacationing . . . Eleanor Ellison spending some time in the New England States . . . Flo Miller working in the same direction. Theresa Ryan on a farm in Tarrytown, New York . . . Ruth Moran at Brandt Beach.

Welcome to Bertha Fisher who is substituting for Marion Hester in the office of THE HIGHWAY. Marion is still on the absent list due to the serious illness of her mother.

Bye now.

## Construction Program

(Continued from Page 1)

low. At this time Route 100 is awaiting final approval of alignment by Federal authorities, after which plans will be rushed to completion.

When contracts for the eight projects listed above are awarded it will bring the present highway construction program from V.E. Day, May 8th, to \$6,920,494. At present 12 projects are under way with funds available for their completion costing \$2,638,494. These projects now underway include:

Completion of the Absecon Thoroughfare Bridge.

Completion of the Phillipsburg Road and Overpasses.

Completion of the Brigantine Bridge in Atlantic County.

Abutments for the Passaic River Bridge, Route 25M between Newark and Harrison.

Completion of an access road from Earle to Asbury Park, Monmouth Co.

Repair to Route 28 bridge, recently washed out in Warren County.

Storm drains on Route 6, Bergen County.

Widening of McCarter Highway, Route 21, Newark.

Replacement of bad slabs in Route 25 in Hudson and Middlesex Counties.

Repaving of Nassau Street, Princeton, Route 27.

Repairing bridge approaches on Route 35, Monmouth County.

Commenting on the program Governor Edge said:

"Naturally I am very pleased to be able to authorize through Highway Commissioner Miller this \$4,000,000 new highway construction program during the present building season.

"In this way these projects will provide a very substantial amount to be able to authorize during the first months of the reversion period until the Legislature meets next January and a long-range program can be adopted.

"It demonstrates once more how well prepared the New Jersey State Government is to cope with the transition from war to peace, without any need for a special session of the Legislature."

## THE HIGHWAY

ME 4—NO. 3

TRENTON, NEW JERSEY

OCTOBER, 1945

## Merit Ratings Ordered for All Depts.

Civil Service Commission Issues Directive Covering Employee Evaluation

In a letter to all State Departments, Boards, Commissions, Institutions, and Agencies, dated September 10th, 1945, Dr. William Carpenter, President of the Civil Service Commission said in part, "The Civil Service system provides for increases within each salary range. These increases are granted upon a basis of merit and upon the recommendation of the head of the Department. It is necessary, therefore, for every Department to establish a merit rating plan whereby the relative merit of each employee may be measured and reported. For the time being each Department is encouraged to set up its own plan. However, the Civil Service Commission will assist any Department in the preparation and administration of a merit rating plan."

The following item from the Camden Courier tells of the alertness of two Bridgetenders and how their prompt action saved the life of a man who had fallen into the Cooper River.

"Traffic on Admiral Wilson Boulevard between Memorial Avenue and Seventeenth Street was snarled 30 minutes last night when motorists halted and ran to the banks of Cooper River to watch a man pulled from the water. He is Harry Massey, 55, of 712 Perry Street."

"Bridgetenders Frank T. Ball, 53, of 832 Federal Street and Richard Yentsch, 47, of 415 Erie Street, said they heard screams while sitting in the attendant's house of the Admiral Wilson Boulevard Bridge over Cooper River."

"Going outside they saw a man in the water holding on to a piling between Admiral Wilson and Federal Street Bridges. Ball said he reached down and grabbed the man while Yentsch ran to the bridge."

(Continued on Page 2)

"It is further ordered that the bridge be established that any employee of the State Highway Department whose efficiency rating is under sixty-five (65) shall be placed upon probation for a period of six months."

Signed: SPENCER MILLER, JR. State Highway Commissioner

EUGENE V. CONNETT Administrative Assistant

## Award Bond Prize For Suggestions

Impressed by the fine work being accomplished by the Suggestion Box of the State Highway Department, James Lipari, President of the State Bridge Employees' Association, Incorporated, announced that his organization had voted a twenty-five dollar Victory Bond to be offered to one of the suggestors whose suggestion was deemed to be outstanding.

The Bridge Employees' Association is the fourth group within the State Highway Department to offer prizes in the form of bonds to be awarded to successful contributors of ideas. The other organizations who have come forward with rewards of this nature are the Ten Year Club, the Bridge Division Club and the Foreman's Association.

This new act contains several important additional provisions: (1) Right-of-way costs are allowed to 1/3 of the total cost; (2) the entire construction cost of grade crossing projects is paid for from Federal funds; also 50% of right-of-way costs; (3) signs and markings are standardized; (4) funds are available one year after the fiscal year for which they are apportioned.

The apportionment of these funds which has now been

(Continued from Page 2)

## PARKWAYS WILL PROTECT ROADSIDE AREAS



Study these two pictures. The one on the left shows a New Jersey Parkway after commercial roadside development has been introduced into a midway of bill boards and roadside stands. The photograph on the right shows the unspoiled beauty of the Merritt Parkway in Connecticut.

New Jersey's Parkway program will offer these same advantages to motorists of the Garden State in the near future.

## Facing Greatest Era

The passage by the Senate of the United States on October 3rd of the House Concurrent Resolution 81 makes immediately operative the Federal-Aid Highway Act of 1944. The language of this resolution, which follows in part, is significant: "It is hereby found as a fact that the war emergency has been relieved to an extent that will justify proceeding with the highway construction program provided for in said act." This joint action by both Houses of Congress requires no executive approval.

The passage of this resolution, together with the release by the President of the United States of the unobligated balances of the earlier Federal-Aid Funds and the lifting by the War Production Board of all controls and restrictions on highway construction makes it possible to launch at this time the largest highway program in the history of the Nation.

Under the provision of this 1944 Federal-Aid Act \$500,000,000 has been authorized for expenditure during the fiscal year 1945-1946. A like amount is also made available for the next two succeeding fiscal years. Under this act Federal Aid must be matched by the states on a 50-50 basis. When so matched this will make a highway construction program of \$3,000,000,000 for the three post-war years.

This new construction program which has now been authorized divides the annual authorizations in the following manner:

- (a) \$225,000,000 for projects on the Federal Aid System;
- (b) \$150,000,000 for projects on the principal secondary and farm-to-market routes;
- (c) \$125,000,000 for projects on the Federal-Aid System in urban areas.

This last provision is particularly significant for a State such as New Jersey with 122 communities of 5,000 or more.

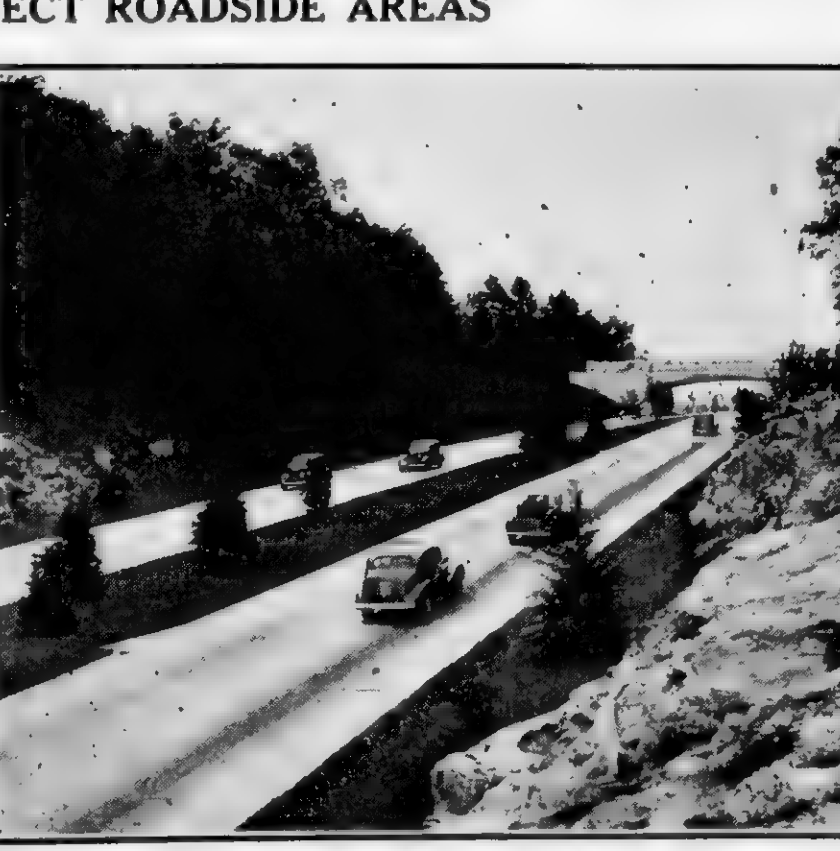
These funds are apportioned among the States on the following basis:

- (a) Federal-aid system, 1/3 area, 1/3 population, and 1/3 road mileage;
- (b) Secondary system, 1/3 area, 1/3 rural population, and 1/3 mileage of rural delivery and star routes;
- (c) Urban highways in the ratio which the population of municipalities of 5,000 or more in each state bears to the total of such population in all the states.

This new act contains several important additional provisions: (1) Right-of-way costs are allowed to 1/3 of the total cost; (2) the entire construction cost of grade crossing projects is paid for from Federal funds; also 50% of right-of-way costs; (3) signs and markings are standardized; (4) funds are available one year after the fiscal year for which they are apportioned.

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## Bridge Div. Club Elects Officers At Annual Dinner

Sven Hedin Elected President of Social Group

The Bridge Division Club of the State Highway Department held their Annual Dinner on Monday evening, October 15th. The committee in charge tried a novel experiment this year which met with the unanimous approval of all members. The dinner itself was held in Trenton and the social side of the evening moved to nearby Ewing Township where game facilities were available.

Although the Bridge Club boasted of experts at darts, pocket billiards, shuffleboard and numerous card games, no champions were crowned as a result of the enthusiastic competition.

A serious side was presented when a report of the year's activities was given over to a sound and color movie, "The Magic Wand of Industry." This picture was in the nature of a "follow-up" of the recent wedding course taken by members of the Bridge Division and the miracles wrought by war welding.

Elect Officers

At the business presided over by retiring president Arthur Lichtenberg, a report of the year's activities was given over to a sound and color movie, "The Magic Wand of Industry." This picture was in the nature of a "follow-up" of the recent wedding course taken by members of the Bridge Division and the miracles wrought by war welding.

Arrangements for the affair were capably handled by a committee consisting of John Patrick, Wilbur Spencer, Jack Evans and J. J. Koffler.

## Land Surveyors Hold Conference In New Brunswick

7th Annual Meeting Scheduled for Oct. 27th at Roger Smith Hotel

Many State Highway engineers will be glad to learn that the Seventh Annual Conference of Land Surveyors will be held on Saturday, October 27, 1945, at the Roger Smith Hotel, New Brunswick, and once again it is the privilege of the New Jersey Society of Professional Engineers to sponsor it.

This year's conference was arranged after it was learned that O.D.T. regulations were to be rescinded. The annual convening of Land Surveyors throughout New Jersey has always been of prime importance—and now, with a tremendous transition period affecting all walks of life—it became obvious to members of the State Land Surveyors Committee that a comprehensive study of current trends was a must.

The Committee members are Chairman Peter W. Hehn, Professor Lindell Rutgers University, and Engineers Raymond P. Wilson, Charles J. Leeds and Frank E. Harvey.

For many years licensed Land Surveyors in New Jersey have been an integral part of the New Jersey Society of Professional Engineers. Their problems have paralleled those of the various branches of engineering. Now more than ever the New Jersey Society of Professional Engineers desires to bring to the attention of the public the importance of the part played by Land Surveyors not only in past transitional periods but more especially the part that must be played during the imminent critical period which now is at hand.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees

W. CARMAN DAVIS, Editor

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### EFFICIENCY RATING MARKS

By now nearly all employees know the results of the first efficiency ratings given under the new system of employee evaluation. Each is being sent a letter telling that their day by day performance of duty has placed them in one of several categories. To some the results of this evaluation will come as a pleasant surprise; to others as a disappointment. To all, however, it will be enlightening, because for the first time each man and woman will know just what others, in a position to rate them, think of their efforts. Since these ratings are, as nearly as is possible, the result of answering questions in an objective rather than subjective evaluation, they will be of definite value to all. Each employee can now examine himself in the light of critical evaluation and have every opportunity to improve. Because of this it will be interesting to compare the ratings received today with those of six months hence.

### THE TEN YEAR CLUB

Few organizations are as unique as the Ten Year Club of the Highway Department. Starting fifteen years ago with a mere handful of men who had served their Department for ten years or more, this club has grown to a membership of over eight hundred. Dedicated to loyalty and service, it has assiduously avoided engaging in political controversies and studiously refrained from entering into Departmental affairs. Nevertheless, there have been times during the history of the club when it has been deemed advisable to step forward in the interests of a fellow member. The record shows that in such instances success has crowned each effort. This is adequate testimony to the respect in which the Ten Year Club has been held by several Highway administrations.

Throughout its life the Ten Year Club has served to bring together under a common head, employees from all sections of the State and in all types of employment. In this manner it has served the State Highway Department well, and in so doing has also contributed to the efficiency of its parent organization.

It is therefore fitting that THE HIGHWAY salute the Ten Year Club on the occasion of its fifteenth Annual Dinner and wish its membership continued success in the years to come.

### FACING GREATEST ERA

(Continued from Page 1)

authorized for the State of New Jersey would be divided as follows:

- (1) For projects on the Federal-Aid System, \$2,863,970.
- (2) For projects on the Secondary farm-to-market roads, \$1,041,395.
- (3) For projects on the Federal-Aid System in the urban areas, \$5,527,987.

One important reservation has to be made. The amount of Federal Aid available to New Jersey depends on the amount of the penalty levied because of the present diversion of highway revenue. To escape this penalty, it will be necessary, in the opinion of legal advisers, for the State Legislature to reappropriate to the Highway Fund highway users taxes diverted on and after July 1, 1945. This amounts to \$8,346,888.92. The States of Pennsylvania and Maryland, faced several years ago with a possible penalty for diversion, followed this procedure and were exempt from the penalty.

New Jersey faces a unique opportunity to begin at once the greatest era of highway construction in its history. The times call for bold planning and construction if we are to serve the expanding transportation needs of the future.

*Severin Miller, Jr.*  
Highway Commissioner

THE HIGHWAY

## Highway Honor Roll



### News from Our Men In the Service



JAMES GALLOWAY

Back in 1941 James Galloway, of Trenton, was working in the maintenance crew under Foreman Earl Buckalew here around Trenton, and Clarence Cooper, of Flemington in another maintenance crew up in Hunterdon County. Although both men had been working for the Department for some time, they had never met and in fact were probably unaware of each other's existence. Jim was inducted into the army on January 29, 1942 and Cooper shortly thereafter on February 24th of that same year. They met during their induction training at Fort Dix and, believe it or not, have been together ever since until their respective discharges in September of this year. They trained in this country together, went overseas together, and saw joint service with a military unit in Suez, Cairo, Tobruk, Bengasi, Tarranto and finally Foggia, Italy, where they were stationed for some 18 months. During much of their service they were attached to the British 8th Army, which army did such a magnificent job early in the war in the African and Italian campaigns. After all that they have been through together, it is safe to say that there is one friendship that will not languish.

Sgt. John Lloyd, formerly landscape foreman, writes an interesting letter to Clyde Case from Okinawa. Jack writes: "... We expected to be moved to Tokyo any month more here, I would rather go to Tokyo. This army of occupation is going to be no picnic. Some of these 'die-hard' Japs are going to have to learn the hard way. I've seen enough of these suicide divers to convince me that they will do anything. Life to them amounts to about a short beer for us." Clyde was particularly glad to hear from Jack, since Clyde, Jr. is also stationed on Okinawa. Jack asked for Clyde, Jr.'s Brennan's son, who is located there too. Here's hoping the boys make contact.

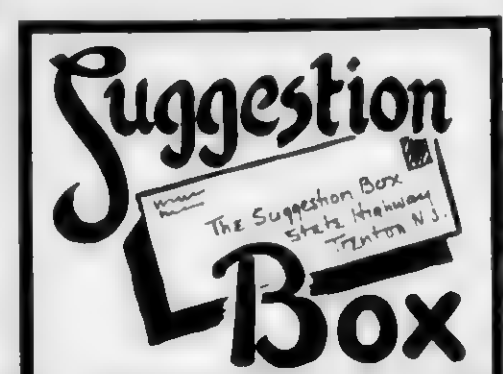
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Home From England



JAMES WALLACE

Pfc. James E. Wallace, of Paulsboro, who before his induction into military service on November 13, 1943, was employed in Foreman Wilmer Duncan's maintenance crew, was home on furlough recently after 16 months' service overseas. Jim was in England, France, Belgium, Luxembourg and Germany with the 3rd and 9th Armies. We were glad to learn that he received THE HIGHWAY regularly and enjoyed reading it. He is now stationed at Fort Dix.



STOCKINGS THAT WON'T RUN, pants with a permanent crease, a pocket radio, plastic raincoat, mail from a slot machine, and rocket mailers across the Atlantic are all a part of the dawning world of tomorrow. These are just a few of the things to come. Other marvels of invention are already in use, as the invisible fire of electronic heat. The men and women who have translated their ideas and theories into usable devices and products have earned our undying gratitude.

IDEAS TRANSLATED INTO PRACTICE in the State Highway Department ultimately find their way into a more economical design, improved construction features, a smoother riding roadway, and products that relieve driving fatigue.

MEN AND WOMEN of the Department seem to welcome the opportunity of seeing their ideas put to work. One third of the two hundred suggestions received have been accepted and most of them become Departmental practice. Repeat suggestions from apparently satisfied suggesters account for 50% of all suggestions received. Two enthusiastic employees have submitted 12 suggestions each, one submitted 9, two have submitted 8 and five have submitted 5 suggestions.

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### Some Yarn

Says Lana Turner, with a pout, "From now on, boys, the sweater's OUT." We face the news without chagrin. Why, Lana, dear, IT'S ALWAYS BEEN.  
—Phila. Evening Bulletin

## EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood extended to Charlie Jones, who was away at her home in Lambert, on September 17th.

Marvin Amory of the Bulletin Flashing, who was discharged from the Army after nearly three years in Africa, Italy, with the Army Air Force. He returned to work on September 17th.

Reynolds Brachelli, Mate 2nd Class, has received a discharge from the Navy, after serving for approximately three years in the Theater of Operations. After short rest he will be back in his old position as Truck Driver, Fernwood.

Morgan Van Hise, in receipt of a letter from his son, Linwood, Jr., with the Army Air Force in the Philippines. Enclosed was a photo of himself and two of his boyhood neighbors, the twin sons of Maintenance Foreman, Whalen, who are serving with the Marines on Mindanao.

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In a recent letter to Mr. Young of Fernwood, Sergeant Stewart, tells of receiving his discharge from the Army on September 17th, at Fort Lewis, Washington. He then states that he is going to have a baby on or about the middle of January and the doctor had bade him to travel until six weeks after the baby is born. This is bringing him over the period of 10 days allowed veterans to report to their old positions and as "Longest" is vitally interested in his position he asks for advice. We believe he was a little bit excited when he wrote the letter and meant to infer that Mrs. Long would have the baby and he would do the weeding and pass out the cigars. Such has been the experience of such old hands as Paul Sines, John Leadem, Marion Blakely, and Frank Hutchinson all have from 10 to 12 children each.

## LABORATORY LINES

Norm Schaller

We are pleased to learn that Eddie Pollock has been honorably discharged from the Navy and should be back with us soon.

Word has been received that Bob Toft has also been honorably discharged from the Navy. We look forward to having these boys back with us once again.

The Lab recently received a very nice letter from Sam Sealquist who is now in the Philippines together with a Japanese combat flag and some Jap money which Sam suggests we use to start a War Souvenir Collection at the Lab. Sam requests to be released soon and expects his equipment to be checked over so he can hop right to it when he gets back.

It is good to see Hap Manning's reports coming in again from the job. Hap looks very well and apparently has had no ill effects from his recent operation. Leon Cardridge, Manning and Herb Diefenderfer could very well get together now and compare notes, scars, or something.

The Laboratory employees extend heartfelt sympathies to Gladys Carlson upon the loss of her husband, who passed away Sept. 29, 1945.

On the evening of Sept. 28, a group of Laboratory men, which included Bud Wahl, Jimmie DeSousa, Ralph Sherman, Herb Diefenderfer, Eddie Bauman, and Tom MacRorie, headed for Bud Wahl's place at Harvey Cedars for a week-end of fishing. On Sunday evening this same group headed back to Trenton with a bag of fish. Bud was high man in the fish catching dept. with a total of four fish. All concerned had a very nice time.

October, 1945

## M. C. Presents THE LADIES... Bless Them

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October, 1945

## Drafted for President



JAMES LIPARI

Following two successful administrations as President of the State Bridge Employees' Association, James Lipari has been drafted to serve as President of Monmouth Council No. 9 of the New Jersey Civil Service Administration. Mr. Lipari is the second State Highway employee who has been honored by elevation to this position. He was preceded by the late Virgil Markle.

The Highway extends to Mr. Lipari its best wishes for a most successful administration.

## ELECTRICAL FLASHES

M. K. H.

Pardon the feminine touch in this month's column, but our regular contribution editor, John Kilpatrick, went on vacation and left "yours truly" holding the bag. After perusing other columns, I have come to the conclusion that Don Henderson, Superintendent of Drawings, should definitely be congratulated upon his appointment to the Suggestion Committee.

That Chet Anderson, should be cited as a proud Father with a newly discharged Marine Veteran Son.

That Bill Rasmussen, Al Wright, and Russ Cook away up "thar" in Fernwood should take a bow for the able assistance rendered Carman Davis in building a model of the Blue Star Drive.

On the "diddle" track, it is interesting to note that Major Hays, Engineer-in-Charge of the Electrical Division is an expert surfer, who boasts of some mighty fine equipment and some rare experiences in the Jersey surf.

Add late vacationists, Courtney Raymond, Norman Lewis, Marvin Polhemus, and Frank Walsh.

Among our Servicemen: Don Henderson received a letter from Jerry Iannoccone, EM 1/c, who is now on his way back to the States. Jerry was to have been appointed Chief Electrician's Mate, but because of his return his promotion has been held up. Also among our returning servicemen is Isadore Friedman, who saw action in the South Pacific. Izzy is aboard the U.S.S. Vicksburg, which should be docking any day now, according to a letter received by Joe Hunt. Word has been received from Henry K. Johnson, who expects to be back at work within the very near future. And speaking of returning servicemen, we want to welcome Lt. Joe Mahan, U. S. Air Corps and Chief Petty Officer Bob McLaughlin, U. S. Navy, back to the fold. Both boys have already received their discharge papers, and we would like to say thanks for a job well done.

Before bringing this column to a close we want to wish the following employees a very happy birthday: Stanislaus Bieschada, Thomas A. Brady, William Bush, Walter S. Clayton, John T. Deter, Harry Di Corcia, Frank Y. Force, Robert E. Gardner, Ernest Grainger, William Groome, Harry Hankins, Russell Henry, John J. Jaugstetter, Charles Karl, Alex Lavista, Frank E. Norton, Marcellus Parker, Charles Pharesyn, Andrew Snellgrove, Raymond Stamets, William W. Sutch, Palsey Tressito, and Walter B. Trueland.

## MAINTENANCE NOTES

GENE BECKNER

During the past month a great many former maintenance employees have returned to their jobs with the Department following honorable discharge from military service. Some of these men have stopped in at the Trenton Office and we have had a chance to welcome them back personally. Others whose places of employment are more or less remote from Trenton have returned to work by reporting directly to their former foremen or supervisors in the field. The following men have received honorable discharges recently and have either returned to work or have indicated their intention to return soon: KENNETH FISH, of Moorestown; JAMES INZETTA, of Bensenville; ERIC SATOLL, of West New York; FRANK KARAN, of Jersey City; ROY BARCOCK, of Hammelburg; CLARENCE COOPER, of Goshen; OAKLEY WRIGHT, of Ocean Grove; JAMES R. DIER, of West Creek; WILLIAM NEY, of Jersey City; and JAMES GALLOWAY, CHARLES DOHERTY, RAYMOND SWEENEY, and WILLIAM DIX, JR., all of Trenton.

To all of these men we extend our heartiest welcome back, and assure them that we shall do everything in our power to show our appreciation of the sacrifices they have made for us.

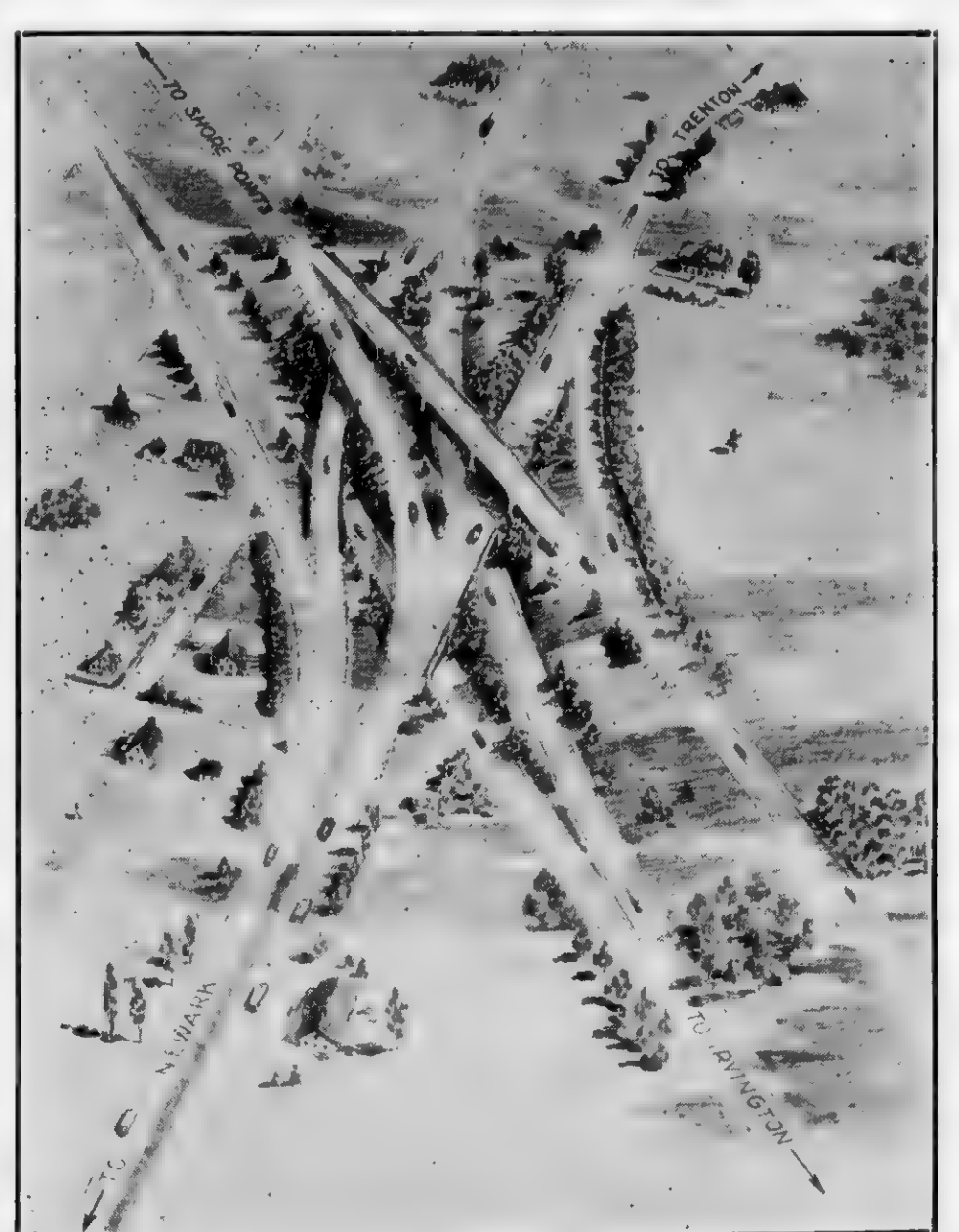
MARK JAROSY, of Manahawkin, who works for Assistant Foreman S. A. MUEL SANTANI. ELLO, has been stricken seriously ill again. Mark underwent a serious operation back in 1943, but made a first rate recovery and we are sorry to learn of his recent attack.

Our sympathies are extended to CHARLES FRANKLEY, of the Trenton office, upon the death of his mother, Mrs. Alice A. Fernley of 122 N. Overbrook Ave., Trenton. After passing away on Oct. 16th, following a brief illness.

We are glad to see Assistant Landscape Engineer JULIUS TROSSBACH back on the job. Julius returned to work October 1st after an absence of over three years, during which time he has been working as a civilian employee for the United States Army at the radar experimental station, Camp Evans, Monmouth County. Since his employment there he has been residing in Manassas, but he plans to establish residence back in Trenton soon.

Watch for WARREN OLDHAM bowling one of those 300 games!

### POST-WAR INTERSECTION



Artist's rendering of proposed treatment at the intersection of Routes 4, 25 and 35.



## Plane Coordinate System of New Jersey Offers Many Advantages to Engineers

Garden State Was the First to Adopt System of Precise Geographic Positions

When the engineers of the Survey and Plans Division were instructed to tie into the Plane Coordinate System through a directive issued several months ago by Harold W. Giffin, it marked the culmination of a program inaugurated over 100 years ago when the U. S. Coast and Geodetic Survey started a program of locating thousands of precise monumented positions throughout the country.

It was in 1933 that these geographic data were made available to land surveyors and engineers generally by the establishment of

Coordinate Systems for each State, so that their use involved only the usual methods of land surveying. The New Jersey State Coordinate System was enacted into law by the State Legislature in 1935, bringing to a climax the untiring efforts of Professor Philip Kissam of Princeton. As an emergency employment measure for engineers and surveyors during the depression of the Federal Government, the United States Geodetic Control Survey was organized and under the direction of Professor Kissam and later Arthur Novak, 8000 concrete monuments which form the control network of the system established throughout New Jersey.

**Work Not Complete**  
Unfortunately, this work was abandoned before all of these monuments had been coordinated for public use. When the work is eventually completed each of the monuments will be assigned a precise elevation as well as the plane coordinate. For those unfamiliar with the term "plane coordinate" it might be well to say that the term refers to a position on a plane or flat surface rather than on a curved surface such as the surface of the earth.

Just as there is but one point on the earth's surface corresponding to a geographical position which is expressed by latitude and longitude, so, too, there is but one point corresponding to a given pair of plane coordinates expressed by "X" (East) and "Y" (North), on a definite plane projection.

In practice, whenever possible, the highway engineer used one of the metal disc-topped monuments as the initial point in his survey. Such a monument not only provides a position on the State System but also provides a bearing to the next monument.

From this control monument the surveyor runs a traverse to the highway survey which is to be made. The survey is then carried on by the usual plane-surveying methods and at the end is again tied to another pair of coordinated control monuments.

The value of basing the survey on the Plane Coordinate System is obvious since the survey is started with plane coordinate data and plane surveying methods are used throughout the work. The survey is made much the same as if there had been no control monuments with plane coordinates available, with this important difference: the survey is started with a known position and bearing and if the survey is tied to a second pair of monuments at the end there is a definite check on all the field work and computation.

New Jersey engineers take pride in the fact that this was the first State to adopt the system and it is only natural that they should wish to see it properly maintained while looking forward to the day when it will be completed. For the large accumulation of data based on this system will be orderly and make it far easier for those who follow to establish with a minimum of dispute, the legal rights of the State and its individual citizens.

The effect of this will be, in future years, a very considerable savings in time and money. It is interesting to note that Robert G. Blanchard, formerly Senior Civil Engineer with the Survey and Plans Division, and now Topographic Engineer with the Department of Conservation, is the man entrusted with the maintenance of the Coordinated System.

## Construction Comments

Fred C. Claus  
TRENTON OFFICE  
Al Cohen

A recent visitor was Captain Ollie Doll who just returned from 3 years overseas service. Ollie is now on terminal leave and at an early date will resume his engineering duties in the Department. While overseas he was engaged primarily in the construction of many miles of railroad bridges of all types and descriptions. We're more than happy to have you back, Ollie.

The last weekend of September again found the Jersey Sand Trappers enjoying their 15th annual fall picnic at the Pocono Manor, Golf, relaxation, reminiscing, and general enjoyment were the order of the day. Those of the Highway Department in attendance were: Harold W. Giffin, Fred C. Claus, Fred L. Gerard, "Jerry" Ocho, Neil MacDougall, Walt Voorhes, William A. Pfister, and George Oakes.

Our sincere sympathies are extended to E. J. Davison of the Southern Construction Division upon the death of his wife, Eleanor MacDonald Davison, on Tuesday, Oct. 2nd. Mrs. Davison, who succumbed following an extended illness is also survived by daughters Janet and Kathryn.

**NEWARK OFFICE**  
Ralph Perry  
William Kaufman paid the Newark Office a visit a few days ago. Bill was in the Signal Corps and later was transferred to an Airborne Unit, Glider Division.

Morgan Hand is taking a month's leave of absence to rest up from—rest up from—at any rate, to rest up!

Joe Adrosko has seen 2 1/2 years service in the Army Signal Corps, was recently discharged, and is now back in the Construction Division.

Max Brower reports all his crops are in, and although the tomatoes were not too plentiful, he displayed a prize sample weighing almost two pounds!

George Mendez's father, who is connected with the Mexican Gov't, visited the Newark Office a few days ago. He was vitally interested in comparing our highway designs with those of the Mexican Highway System.

Paul Segro, formally with the Newark Office, received a medical discharge from the Army, then performed war-work with Western Electric Co., and has now returned to survey work with the Highway Dept.

Carl Borton's son, Peter, who was a pharmacist's mate 2nd class in the Marines, and received several decorations, has been honorably discharged from the service.

**MONTCLAIR OFFICE**  
David Pettigrew

Our own Norman Schajka, formerly of the Montclair Office and who for the past two years has been connected with the Medical Corps of the Army, dropped into the office on Thursday, October 11, 1945. Norman has seen a great deal in the European Theater of War. He related some of the atrocities he is familiar with, also some very interesting details of "on the spot" which all the boys were glad to hear. He looks good, and hopes it won't be long before he is out—

## THE HIGHWAY

October, 1945

so do we Norman, and all the boys in Montclair would like to see you back with us. We wish you good luck.

John Whitehead who has been in this office since "Hector was a pup," has been transferred to the Right of Way Division. We all know John is hard working, "on the beam," so we say good luck on your new assignment.

We have received a letter from Captain Raymond Simpson, of the Engineer Division of Uncle Sam's Army. Ray is now in Manila, Philippine Islands, assigned to General Engineer District, as liaison officer for operations division for work on the Hanford Engineer Works, Richland, Va., where work on the Atomic Bomb was under way. Ray writes as though he knew a lot, but says little. Some day when you get back Ray, give us the story of your part. We feel it will be interesting.

It is with open arms and a grand welcome home we await the arrival of our own Raymond Callahan. Ray has been away since the start of the war and has contributed a great deal of his talents and energy to help win this war. Ray is married and has a two children. We will all be glad to see you back Ray. We think you're swell!

**BRIDGE BRIEFS**  
A. J. LICHTENBERG

We take pleasure in presenting the new president of the Bridge Division Club, Sven I. Hedin. Hedin left Sweden for the United States in 1924, after graduating as a Civil Engineer from the Royal Technical University at Stockholm. Four years later, in 1928, Sven joined the Jersey City Office.



SVEN HEDIN

of the Highway Department where he was employed as a designer on the Pulaski Skyway. Since 1938, the popular engineer has been attached to the Bridge Division as a Senior Bridge Designer. His elevation to the office of president of the Bridge Division Club is a tribute to the esteem in which he is held by his fellow workers.

**BRIEFS:** Chester Smith happily reports that his son S/Sgt. Orton B. Smith of the Air Corps has been discharged from the service and is now employed with the State Department of Agriculture. L. C. Peterson nestled in the new apartment at John Patrick's busy man with his daughter Ethel in from San Francisco. Wilbur Spencer surprised and pleased by a visit from his kid brother George just returned from three years' service in Europe. Sven Hedin with a new Encyclopedia Britannica. Enough said. One of the most famous sessions of the French Chamber of Deputies involved a heated debate on whether or not French women were to be given the right to vote. A Leftist deputy wound up an impassioned address by crying: "It's a disgrace that the wonderful women of France, famous through the world for their chic, intelligence, and beauty, should not have equal rights with men. After all, in this modern world, there is practically no difference between French men and French women." At this point a meek little deputy in back of the room jumped to his feet and cried: "Vive la difference!"

Harry W. Lefferson, a regular

## 10 Year Club Annual Dinner To Be Held on November 19th

To Honor 20 and 25 Year Members With Pins  
Commissioner Miller Guest Speaker

Plans have been completed for the 15th Annual Dinner of the Ten Year Club which will be held at Jack Fowler's along State Highway Route 25, about 4 miles north of Trenton on Monday evening, November 19th. Dinner will be served promptly at 6:30 o'clock.

Twenty-seven members of the Club have completed 10 years of service with the Department during the year. These members will be the guests of the Club for the evening and will be awarded pins in honor of the occasion. These men are as follows: Banker, C. F. Bedwell, Benson, Clyde Case, George E. H. D. Cranmer, Joseph E. Drake, Edward Drake, Robert Z. Hager, Charles Fearnley, Lawrence, Ramon Hilderbrand, W. Horner, Harold F. Jemison, and Kleidke, L. W. Klockner, thony Kuhn, Norman Lister, J. Reeves, N. E. Magnus, Eugene Palmer, Owen Rogers, S. H. Troworth, Wm. J. Wharton, Charles Willmont, John A. Williams, and Yarnall.

**Administration Division**  
Arthur Egan  
Mr. A. Lee Grover has returned after spending some time at his Wellburg farm in the mountains of Pennsylvania. Charles Jr., son of Charlie Kuhn has returned to Lafayette College following his release from the Army. Charles has been in the months to complete the course which was interrupted when he was called into the service.

Mr. and Mrs. Paul Cranmer received word from their son Bob, that he had just been released from the hospital. Bob's ears were effected by concussion caused by gun fire in the war and has had a long recovery. He is not serious and wish him a speedy recovery.

Sgt. Leonard Leighton, of Coast Department, has received his release from the Army. Leonard has been in the Air Force for over three years. He has had varied experiences in several spheres of operation. Following a vacation, he expects to return to the department.

Sgt. Bill Case, son of Mr. and Mrs. Case, is still on Okinawa. He is in charge of a unit doing radio and telephone communication work. Although the danger, the going out there is still very rugged. Their station is some 25 miles from the nearest post and they carry all their supplies in themselves. Bill is looking far ahead and hopes it will be possible for him to resume his studies at Rutgers next fall.

We are sorry to report that Gene Palmer is again under the hospital's knife at Jefferson Hospital, Philadelphia. At this writing, he is progressing satisfactorily. We wish him a speedy recovery and hope to see him back at his desk before very long.

There is a current report that Eddie McElroy has requested the Trenton Transit Company to install alarm clocks on their Princeton buses. Asst. Sec. Chas. Engemann, Admin.; Fin. Sec. Arthur Egan; and Treas., Clyde Case, are all in the picture.

Fowler's Inn will be closed to the public on the night of the dinner so that it may be for the use of the Club exclusively. A fine menu has been prepared, and an excellent program of entertainment promised.

Tickets are now available from the various committee members and the regular contact men. Eligible members are urged to get their tickets promptly to insure the success of this 15th Annual Dinner.

**Model of Blue Star Drive Exhibited at Flower Show**

A scale model of the section of Blue Star Drive, adjacent to Chapel Island, Mountainside, was exhibited on October 5th at the Flower Show staged in the clubhouse of the South Orange Lawn Tennis Club.

This model was made within the Department and showed the proposed planting of flowering trees and shrubs as well as the landscaping planned to enhance the natural beauty of the location. Plans are now underway to fund the exhibit the model through the metropolitan area with the hopes of not only obtaining further contributions to this memorial road but of better acquainting people of this State with the Highway Department's road-building program. Exhibitions are being conducted by the Garden Club of New Jersey and the Public Roads Administration has aptly expressed the commendation. For example, from 1930 to

## THE HIGHWAY

VOLUME 4 - NO. 4

TRENTON, NEW JERSEY

NOVEMBER, 1945

## Freeways and Parkways Featured In State Highway Annual Report

Offered as Solution to New Jersey's Ever-Increasing Traffic in Both Rural and Urban Districts

Commissioner Miller recently submitted to Governor Arthur E. Edge and the Legislature an accounting of the activities of the State Highway Department for the year. This report which was presented in a condensed book form contained a paragraph on Future Transportation in New Jersey on Freeways and Parkways; a story of the operations of the Department.

Regarding construction, maintenance, state aid, electrical, acquisitions, special projects, and a financial statement as well as a chapter on the State Aid Highway Act of 1944. The report also contained a chapter on the Highway Department's employees, is the first report on Freeways and Parkways in the history of the Department. In order that a comprehensive picture of present and future highway development may be understood, the report is reprinted here in its entirety.

The people of no other state are faced with highway transportation problems comparable to those which confront the residents of New Jersey. The ever-increasing use of the motor vehicle, which amounts for over nine-tenths of the passenger movement on New Jersey streets and highways, and ever-increasing traffic movements have brought about an intolerable condition of highway congestion, especially in the state's urban areas. This in itself would be sufficient call for a vast construction program of new highway transportation facilities, but New Jersey's problem goes far beyond this.

New Jersey is the corridor to the Atlantic Seaboard. Over its highways must pass the great industrial and commercial traffic of the region, as well as that flowing from the west. At either end of the state are New York and Philadelphia, the first and third largest cities of the nation with combined metropolitan populations of over 14 million—more than one-tenth of the entire country.

The fourth smallest state in area, and the second most densely populated, New Jersey ranks fifth in industry. Over 1,700,000 are employed in her varied industries from aircraft to mining. New Jersey's seashore resorts, world famous for their unparalleled recreational facilities, serve as magnets for millions of visitors annually.

**Diverse Traffic Demands**  
This combination of geographic location, limited area, industrial concentration, density of population and natural recreational facilities, combine to create enormous and complex diverse traffic demands. As far back as 1927, the scope and complexity of these demands was realized in part by that time the Legislature enacted a comprehensive state highway development plan.

Unfortunately, however, the complete fulfillment of the plan was interrupted by the unprecedented economic depression of the Nineteen-Thirties. The inadequate construction programs of the last decade have left a large number of important "missing links" in a plan designed to operate as a complete unit. This is especially true in the northern metropolitan area. The lack of vital transportation arteries thus anticipated by the Legislature compels large volumes of existing city streets and local roads. These already are inadequate for their own community needs. The result is an intolerable traffic congestion and strangulation of communication that are leading to deterioration and decay.

Tendencies in this direction are already indicated by the diminishing population within several of the northern metropolitan communities. For example, from 1930 to

## THE HIGHWAY

VOLUME 4 - NO. 4

TRENTON, NEW JERSEY

NOVEMBER, 1945

## Thanksgiving 1945

When the people of America assemble this Thanksgiving Day in their places of worship or at their own family firesides to render thanks to Almighty God for the bounty of the Good Earth, they will be doing something more than fulfilling an old and honored tradition in the land. They will be able, with full hearts, to express their thankfulness to God "who has given us the victory" over the forces of personified evil and soulless tyranny in the world. They can rejoice that nowhere in this land have our cities been leveled to the ground, our homes destroyed or our civilian population wantonly killed by enemy bombs.

Millions can be thankful that their kith and kin who have served in this Global Struggle have gone through this mighty ordeal of battle without a scratch and are now home or will presently return. Others whose sons or daughters have been wounded in battle, or who lie in hero's graves, know well they have the gratitude of a whole people for the willing sacrifices of their hero sons and daughters. A nation in the mood of a true Thanksgiving will never be forgetful of her hero dead!

Finally, the American people can be thankful that in this moment of the world's hunger, destitution and demoralization we are strong, resourceful and have an abundance of the world's goods. Out of our strength and abundance we are privileged to share with those in need the world round in the name of human brotherhood. Thanksgiving Day 1945 in America should be a great day of full-hearted thanksgiving for us all.

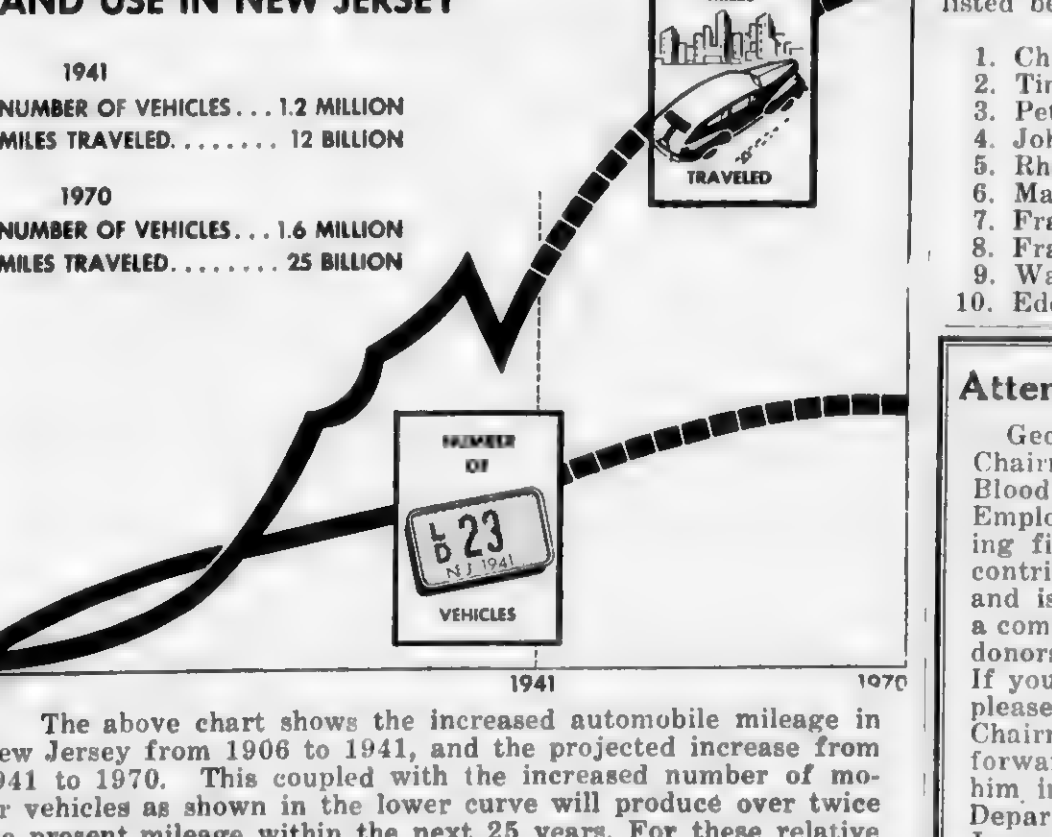
*Sever Miller Jr.*  
State Highway Commissioner.

## Highway League Christmas Party Set for Dec. 18th

Bowlers to Be Guests of Organization  
John Rochford, President of the State Highway Bowling League, announces that a Christmas Dinner and Party will be held on the evening of December 18th, at the Locust Cafe, on Locust Street in Trenton.

This party will be sponsored by the League for the members of its eight bowling teams. Advance publicity states that a good time is in store for all who attend. Arrangements are being made by a committee of three: Ed McCabe, Henry Braeckel, and John Rochford.

## RISING TREND OF AUTO OWNERSHIP AND USE IN NEW JERSEY



The above chart shows the increased automobile mileage in New Jersey from 1906 to 1941, and the projected increase from 1941 to 1970. This coupled with the increased number of motor vehicles as shown in the lower curve will produce over twice the present mileage within the next 25 years. For these relative traffic densities, see map on page four.

## Suggestion Box Poster Contest Closes Dec. 14th

Friday, December 14th is the deadline of these Suggestion Box posters. The contest closes on this date, at which time all posters should be in the hands of Mr. Eugene V. Connett. Even if you have not made a start you still have time to draw and send in one or more entries.

Remember all posters must be done in black on white drawing board (any thickness) and must be 12" x 18" in size. They shall have a border of not less than 3/4 of an inch.

All posters received will be hung in the Board Room of the State House Annex where they will be judged by a Commissioner Miller and a competent jury. Announcement of the winning posters will be made at the annual Christmas Party.

**Large Entry Expected**  
Bearing expectations upon last year's entry of 12 posters it is anticipated that even more drawings will be submitted this year. It should be borne in mind that artistic ability is not too necessary in producing a good poster—good draftsmanship may go far, indeed. The main factor to be considered is the idea behind your drawing. It should have an appeal which will tend to stimulate interest in sending ideas to the Suggestion Box.

One last reminder—be sure to affix your name and division to the back of each entry, and cover this so that it will not be visible to the judges. All awards are based strictly upon the merit of your poster.

## Electric Bowlers Set Fast Pace in Highway League

As the eight bowling teams comprising the Highway Bowling League go into the final stretch of the first half of the season, the Electrical Division team holds a substantial lead over the other teams. The league standing including games played on November 9th is as follows:

Team	Games Played	Wins	Losses
Electrical	20	7	691
Equipment	16	1	691
Inspection	14	10	771
Administration	12	12	753
Machine Shop	13	14	631
Ferry/d Guards	10	17	655
Ferry/d Office	8	19	704

Individual averages indicate that most of the high averages are held by the Equipment and Administration teams, but leading the list is Chris Kucker, who bowls with the Machine Shop team. The bowlers with the highest ten averages are listed below:

Player	Average
1. Chris Kucker (M.S.)	168
2. Tim Brennan (EQ)	166
3. Pete Tuozzolo (Adm)	165
4. John Radice (Elec)	160
5. Rhas Cook (Equip)	158
6. Mark Stevens (Equip)	158
7. Frank Dunn (Admin)	157
8. Frank Matzer (Adm)	155
9. Warren Oldham (Adm)	155
10. Eddie Braeckel (Equip)	154

## Attention Blood Donors

George A. Heffernan, Chairman of the Red Cross Blood Donors Service, is compiling final data regarding the contributions of that group and is most anxious to have a complete list of all "gallon" donors during the past year. If you are one of this group, please cooperate with your Chairman to the extent of forwarding your name to him in care of the Highway Department, Trenton, New Jersey.







## Construction Comments

Fred C. Claus  
WOODLYNNE OFFICE  
Bill Hurley

With almost as much fanfare as was accorded General Wainwright, Carl Hartman was presented with a beautiful pipe, and the best wishes of this office before he left for a new assignment with the forces of Sam Hullock, in Trenton, Lewis Street Office.

Greeted at the door of the office with a chorus of "you'll be sorry," Albert Hencken has come back to the fold after several years of toil and sweat in a local shipyard.

Our deepest sympathy is extended to Jack Eyre and Tom Pierce in the loss of their mothers in October.

Recently discharged veterans who have joined our forces again are C. P. O. A. Realeaux Heintze, who spent about 18 months of his three years' enlistment in the Seabees at a base in Alaska. The other vet is Chief Warrant Officer John Timmons, who spent the greater part of his three-year enlistment in the Seabees in the Southwest Pacific Islands.

Wayne Tusing, the odd job man of the office who will fix anything from door checks to delicate watches, and I do mean FIX, has given up after a year of adjusting the office clock and taken it to a jeweler to be fixed.

Ben Franklin has married off another daughter, the score now stands three married and one single. This time it's Helen who flew from N. East Airport, Philadelphia, to Seattle, Washington, to wed A.M.M. 1/c Donald Cline of the U. S. Navy.

Capt. Bob Haight, who hails from Hackensack but was assigned to the Woodlynne office prior to entering the Army in 1941, paid this office a visit November 1. The many months spent overseas in the European Theatre doesn't seem to have changed Bob one bit. How he ever managed to cram his 6'2" into a Piper Cub and fly over the enemy lines to direct his artillery fire is more than we can figure out. Bob expects to be back with us in the near future.

### PERTH AMBOY OFFICE Howard Koons

Charles F. Smith, of South Belmar, assigned to the Perth Amboy office, has distinction of becoming the first "Grandpoo" in the local group of employees. A daughter Diane Ruth Martin was born 16 October 1946, in Elizabeth General Hospital and is the offspring of Charles' daughter, Mrs. Olive "Smyth" Martin. Congratulations, "Grandpoo."

A second son, George D., was born October 2, 1946, in Muhlenberg Hospital, Plainfield, to Mr. and Mrs. Charles C. Curry, and Mrs. Curry says the doctor thought for a short time that he was going to lose the father, but all is well. Congratulations to Charlie.

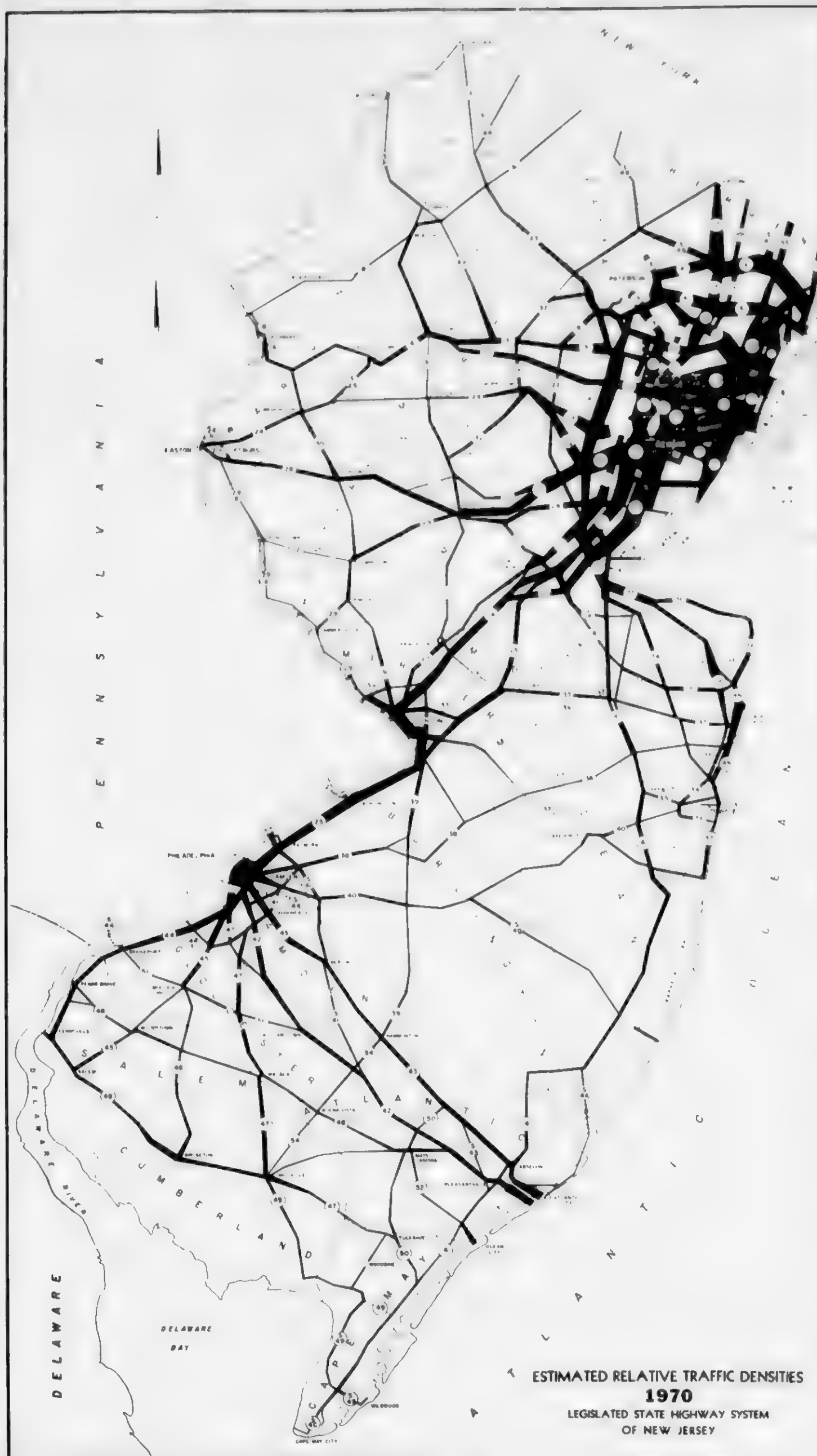
Henry Worthen returned to his duties in the Perth Amboy Office on 16 October, 1946. It will be remembered that Henry was assigned to the 8th Air Force and helped to bomb "Heel Hitler" out of France and Germany. He was relieved from active duty with the rank of Captain.

### TRENTON OFFICE

Alex Colburn  
Our sincere sympathy is again extended to Alice Carrell and Henry Stephan upon the recent death of their mother, Mrs. Agnes Stephan. Many will recall that not much more than a year ago their father passed away. Twice in such a short while is indeed a blow. Mrs. Stephan is survived by three other daughters and one son.

The recent return of Lt. Joe Majorino, Jr., Highway Engineer, was of more than usual interest for Joe was welcomed home by his two-year old son, David. It was the first meeting between father and son. Needless to say that Mr. Majorino was more than happy to have him home.

## THE HIGHWAY NEW JERSEY HIGHWAY TRAFFIC IN 1970



This Traffic Density Map shows what we may expect on New Jersey's State Highways in the year 1970. It will be noted that the greatest concentration occurs in the northern metropolitan area where 75% of all time lost in New Jersey through traffic delays is now taking place. It is this urban area which must be relieved immediately through the construction of Freeways and Parkways if we are to prevent stagnation and decay.

### PLEASANTVILLE OFFICE Leland Busby

Frank Carfagno wishes to announce the birth of a daughter, Frances E., born October 6. Both mother and daughter are doing well (also the father). Congratulations, Frank; and the cigars were fine.

Ed Evans is quite the man-about-town in Tuckahoe. Along with other civic duties, he is Fire Chief and Street Lighting Commissioner. In connection with this work, Ed has been accused of extinguishing lights in strategic locations, no doubt with the sole purpose of Economy (?). These duties give Ed complete and unquestioned freedom of ingress and egress to and from his home at all hours of the day and night. There will no doubt be an immediate rush of correspondence from the entire department to ascertain Ed's system.

After eating regularly at one of

the local lunch cars for a long time, Messrs. Corson and Somers of this office, have suddenly transferred their business to another lunch car. Of course, the fact that the cashier at the latter establishment is such a nifty number could have nothing to do with the change.

Larry Oliver has been in the habit of parking his car on the street in front of the Pleasantville Office. Imagine his surprise and chagrin one morning recently to find a large sign on his car indicating that it was for sale at the modest figure of \$65. He hesitated to accuse anyone, but John Timney and Ed Baud, seemed to be immensely pleased about something, the nature of which they were unwilling to divulge.

At first blush one would hardly classify Dracena Gene Gillette and Lew Lake as confirmed "conventioners." However, such is the case, for they recently were

delegates at the Presbyterian Synod, convening in Atlantic City.

If a shortage is noted in the supply of red ink in Stacy Pine's strong box, it can be largely accounted for by Cliff Somers' lavish use of the same, properly and skillfully placed upon plans, and not so properly nor skillfully spilled upon a large section of his drafting table top. This heptitude on his part has necessitated the inauguration of stern measures for suppression of this "Blood-letting."

Shears are the only drafting tool which the entire office force must keep out of the hands of Leland Busby. On one occasion in the well remembered past, Buz took shears in hand, cut about half way thru a plan and profile sheet without a single quail, and entirely unaware of the dastardly deed done. (Submitted by C.M.S.)

Art Best recently brought into this office a package neatly

## PROJECTS PARAGRAPHS E. L. MEYER

The Trenton Times published a picture of Captain John W. Thomas being presented the Bronze Star for meritorious service. The presentation was made by Deputy Chief Signal Officer, Colonel Herrod G. M. Parris. John will be recognized as one of the Projects Department employees, his home office being at 18 Elizabeth Street, Bordentown. He volunteered as a reservist before this country was at war, and has advanced to Captain in the Army.

Our men are gradually returning from the services. The return was Major "Al" Faxon, who had hardly settled in his job when Staff Sergeant J. J. Faxon returned. Faxon has been taken over some of "Red" Mullin's work and is now working on the construction of the new highway. Previously he had been Highway Engineer on the construction of the Pentagon Building in Washington. For two years, 1923-25, he was Resident Engineer of the New State Highway Department.

Lt. Colonel Frank Higgins is out of uniform and intends to start work about November 1.

We have heard from Mrs. Hann that Sam is on his way home from the South Pacific and can expect to hear from him soon.

Frederick C. Jaep has come to the Projects Division as an Inspector. He formerly worked with the Southern Division and was with Survey & Plans unit when he joined the Navy. He had the rating of Carpenter's Mate, 2nd Class, and was making home at 59 Remington Avenue, Ephraim, N. J.

Two survey corps, headed by Art Best and Geo. Edwards, are doing geodetic service work for the relocation of Route 4 between Somers Point and Absecon, a distance of 11 miles. The greatest part of the route traversing heavily wooded, and the going has been tough. Art heads a party which also included John Timney, Larry Oliver, and Ed Baud. The second corps, headed by Edwards and borrowed from the Woodlynne Office, includes also Roy Heintze, George Pradley and Paul Tusing. Nice work, lads!

### MONTCLAIR OFFICE David Pettigrew

Howard Rigby, Chief of the Montclair Office of Survey and Plans, has been home with a fever and cold. We all wish you speedy recovery Howard and back on the job soon.

At this time, we are glad to hear that Mrs. Richard Waugh is home from the hospital and is convalescing.

Raymond Callahan is back at his home desk, and it is good to see him. It is hard to imagine Raymond in Germany only a short time ago.

Corp. James Kittledown, son of Mr. and Mrs. Harold Kittledown, is back home in Pompton Plains. Harold is very proud of his son and should be. Corp. Kittledown was wounded twice, received Purple Heart medal, also the Medal of Merit, and saw action in the Tank Corps, in the dark days of the invasion.

In fact, we boys in Montclair Office, sort of feel proud just to know a fellow like him.

We have heard that Lieut. Col. W. L. Braybrooke is back in the country. In fact, the grape vine has it the name of the boat on the West Brook Victory. To be sure, we have not seen Bray, but we are expecting a call any day.

## THE HIGHWAY TRENTON NEW JERSEY DECEMBER, 1946

### CHARLES M. NOBLE APPOINTED STATE HIGHWAY ENGINEER

Former Pennsylvania Turnpike Engineer and Naval Commander Will Assume Office on February 1st

State Highway Commissioner Spencer Miller, Jr., has named the appointment of Commander Charles M. Noble (EC) U.S.N.R., of Leonia, Bergen County, as State Highway Engineer. He will assume his duties on Feb. 1st. The Commissioner's statement on his selection was as follows:

Commander Noble who was in the Navy during World War I, has been with the Sea Bees in China and during World II. He has been awarded the Legion of Merit and the Bronze Star for outstanding work during this war. Previously he had been Highway Engineer on the construction of the Pentagon Building in Washington. For two years, 1923-25, he was Resident Engineer of the New State Highway Department.



COMMANDER NOBLE

From 1919 to 1923 he did engineering work on harbors and highways in Florida, Alabama and Kentucky, and he was with the Port of New York Authority, working on general and highway features of the George Washington Bridge, Outerbridge Crossing, Bayonne Bridge, and Lincoln Tunnel from 1925 to 1928.

Commander Noble from 1938 to 1941 served as Special Highway Engineer of the Pennsylvania Turnpike Commission, and had general supervision of the design of all special highway features of the pioneer express highway of America.

He is a Registered Professional Engineer in New Jersey, New York and Pennsylvania and is a recognized authority on modern highway design. He has written a number of important papers on modern express highways, and

### Season's Greetings

The cheerful Christmas season always instills in our hearts an added measure of joy and gladness. This Christmas, with the fighting war won and a large percentage of our boys having rejoined us after doing their part toward making this world of ours a safer place in which to live, we have a very special reason for happiness.

May we go forward with a high resolve to design, construct and maintain our New Jersey highways in a manner that is in keeping with our reputation, of which we are so justly proud.

May God in his infinite wisdom guide us in paths of true peace on earth and good will among men.

It is an esteemed privilege to extend to each and every one of our Highway Department family our most sincere greetings and good wishes for Christmas and the New Year.

### Christmas Greetings

For the first time since joining the forces of the State Highway Department I find myself in a position where I can say Merry Christmas to all of you without the din of greeting. I wish that I could greet you all personally, especially those men who have so recently rejoined the department after serving in the armed forces of their country. Since this is impossible, however, I am glad to take this means of saying to each of you, Merry Christmas and Happy New Year.

Eugene V. Connett,  
Administrative Assistant

safety in highway design which have been awarded the Arthur Wellington Prize by the American Society of Civil Engineers and the Clemens Henschel Prize by the Boston Society of Civil Engineers. He has lectured at both Harvard and Yale Universities on Highway Design.

Admiral Ben Moreell recommended Commander Noble to Commissioner Miller as an outstanding officer and as being especially well qualified for the position of State Highway Engineer. Such prominent professional men as O. H. Ammann, former Chief Engineer and now Consultant to the Port Authority of New York and Thomas J. Evans, Chairman of the Pennsylvania Turnpike Commission have also approved Commander Noble in the highest possible terms.

For the past two years Commissioner Miller has made a careful survey of the qualifications of or part of the new traveling highway engineers now in the Armed Forces, as well as in civilian life. The selection of Commander Noble has come as a result of the most careful appraisal of the qualifications of all of these men.

This important appointment has received the full endorsement of Governor Walter E. Edge, who had informed Commissioner Miller months ago that he did not want it made on a political basis, but rather for professional competence and merit.

### Library Incorporates Book Purchase Plan

In order to improve the service which the State Highway Library is rendering to employees in all divisions of the department, a plan has been approved for determining what technical books should be added from time to time.

The plan as outlined will work in this manner: Any employee who feels that there is a definite need for a particular text book is invited to fill out a request card stating the name of the book, in what manner it will be useful, and the estimated number of persons who would refer to it as a reference. Periodically these cards will be evaluated and from time to time new books will be purchased. All additions to the library will be based upon the anticipated use of each volume.

The reference library is located in Room 230 in the State House Annex. Request cards may be obtained from Ernest J. Birch, who acts as librarian, or they will be sent to you upon application. Before requesting any volume be sent to consult the list of books and the greatest highway development program in the history of New Jersey.

C. F. Bradwell,  
Acting State Highway Engineer

It is with pride that I extend my best wishes for Christmas and the coming year to an organization confidently poised to accomplish the greatest highway development program in the history of New Jersey.

## Christmas 1945

The age-old Christmas message of "Peace to men of good will" will have a deeper significance for us all this year. War has ended throughout the world with the final victory of the United Nations over Germany and Japan. The shambles which were once the leading cities in these two nations are mute witnesses to the Biblical truth "they that take the sword shall perish with the sword." Desolation, demoralization and starvation which have followed in the wake of this mightiest of struggles are the end results of total war; they offer those "hard lessons" which should deter another generation of dictators from a mad adventure of world domination by fire and the sword.

But if the Global war is over, local armed conflict has not ceased. Civil war in China, uprisings in Java, Sumatra and Palestine are grim reminders that peace does not follow automatically the cessation of war. Peace must be won just as truly as war is won. It cannot be won by arms or might of the few but by the mind and heart of the many. Peace is the by-product of justice, of fair play, of a decent respect for the opinion of others. Above all, it is the product of good will among men.

When good will is present as an active, creative force among men, there is the prospect of peace no matter what the level of civilization or the nature of the institution by which men live. Where good will is absent, there the hope of lasting peace is dim indeed in spite of the institutions which have been created to further international relations.

As we celebrate our first war-free Christmas in America in four years, let us make the Christmas Message of "Peace to Men of Good Will" the rule of our lives at home as well as abroad.

We can each one of us be a peacemaker wherever we are; whatever we are doing. Let each one of us seek to win the victory of peace with the same devotion that we have won the victory of war.

To each member of the State Highway Department then may I wish a very Merry Christmas and a Happy New Year—and Peace to men of good will.

Spencer Miller, Jr.  
State Highway Commissioner

## HIGHWAY USERS' SURVEY TO SHOW DRIVING NEEDS OF MOTORISTS

Scientific Data Being Compiled for Future Highways in Metropolitan Area

A highway serves the motoring public best when it runs just where the greatest number of motorists wish it would. This desire for convenient travel is, of course, based upon driving habits. The man who drives to the seashore on weekends goes by a certain route because it is the most direct and gets him there with a minimum delay. The same applies to the fellow driving to work or visiting relatives in a neighboring town.

Each of us has certain places to which we drive most frequently, or would at least, if adequate highway facilities were provided. When this tendency is considered on the basis of several hundred thousand motorists concentrated within a small area, as in the case of metropolitan New Jersey, it becomes imperative that a critical analysis of the situation be made.

To quote from the instructions handed to each interviewer, "The purpose of this survey is to collect and assimilate information that will enable us to set up a sound and economical program for the future development of streets, roads and highways in the Newark Metropolitan Area."

With this in mind, specially picked interviewers set forth to gather this vital information. Besides the group which made the home survey (every 30th house), another group manned 62 control stations set up on roads leading into the Newark area. These stations were manned for 16 hours a day, from 6:00 a. m. to 10:00 p. m., by two shifts. In some instances the stations remained on duty

### GREETINGS

It is with pride that I extend my best wishes for Christmas and the coming year to an organization confidently poised to accomplish the greatest highway development program in the history of New Jersey.

C. F. Bradwell,  
Acting State Highway Engineer

## Record Gathering Attends Dinner Of Ten Year Club

Beckner Named President; Many Veteran Employees Honored

Three hundred members of the Ten Year Club crowded into Fowlers Inn near Trenton in celebration of the 15th Annual Dinner of that organization on the evening of November 19. Despite the crowded conditions, it was a typical Ten Year Dinner, with members gathering from all sections of the State to enjoy a well prepared evening.

As in former years, the highlight of the evening was the honoring of 20 and 25-year members who had completed that many years with the Department. The 20-year pins were awarded to 42 members by C. E. Bodwell, Acting State Highway Engineer, and himself the recipient of a 25-year pin.

To Commissioner Spencer Miller, Jr., fell the honor of presenting pins to the 28 members who had completed a quarter of a century of employment. He also stepped into the roll of presenter, speaking a little later, outlining New Jersey's new Parkway and Freeway program and paying tribute to those in attendance as the men upon whose shoulders would fall the responsibility of putting into execution this vast program of post-war highway construction.

### Elect New Officers

As a result of the balloting the following men will be at the helm of the Ten Year Club for the next year: President, W. Eugene Beckner; 1st V. P., Harold Jemison; 2nd V. P., Flavin A. Ireton; 3rd V. P., Arthur Hancock; Secretary, Edward H. Drake; Assistant Secretary, Charles J. Egnach; Financial Secretary, Arthur J. Egan; Treasurer, Clyde W. Case.

Following the installation of new officers, President-elect Beckner made an impressive address in which he said that he had not sought this position but that he considered it an honor and would do all within his power to serve the club well. He further made a plea for the cooperation of each member.

Evidence of the Club's continued growth was shown by the fact that 16 new employees were accepted for membership. This brings the total membership of the organization to a new high of 1,300. Those who joined the club on this occasion were:

Rizziero, Cynthia, William G. Koebel, Frank Cleary, Andrew C. Havran, Paul Pettit, Joseph L. Smith, Lawrence D. Angevine, Charles Berz, Michael Botti, Angelo Calo, Arthur B. Carey, Bert Cottrell, Frank Di Biasi, J. Warren Dowling, Harry A. Dreyer, John Fink, Rocco Frontero, John Gengheon, George Gerber, Joseph Gondolfo, Jr., Joseph W. Grasso.

Also David Hotchkiss, William H. Jackle, Fred A. Mosts, Eugene F. Murphy, Robert H. Myers, Howard C. Opydyke, William L. Pinkerton, Theodore Russell, Samuel Shobell, Sam E. Slen, Benjamin Spero, Alfred Taylor, Joseph S. Vizzini, Herbert B. Wood, Dominick Yanniello, John E. Young Sr., John J. Barrett, William A. Carnival, Michael Hoffman, J. A. Whitehead Jr., William Boyle Jr., Oliver L. Doll, Thomas J. Downs, Lewis H. Lake, Joseph E. Tallon.

### Season's Greetings

Standing as we do on the threshold of a new era of progress, it is most fitting and possible for the first time in many years to extend Christmas Greetings without the reservations entailed by war. I am therefore pleased to extend to my colleagues throughout the Highway Department my sincerest wishes for a Merry Christmas and a Happy New Year.

Edward W. Kilpatrick,  
Asst. State Highway Engineer







## SHALLOW PATCHING ADDS YEARS TO LIFE OF CONCRETE PAVEMENTS

Resurfacing Method Has Proven Successful Under Varying Conditions

It is sad but true that highways, like everything else, eventually wear out. It is this fact that keeps our Maintenance Division on the job 12 months a year, pouring joints, cold patching, mudjacking and performing a hundred and one associated tasks, all aimed at preserving the life of our highways.

One of the most interesting of these many operations is 'shallow patching' of concrete road slabs. This patching, which varies in depth from 'skin' patches of an inch or less, to patches of several inches in depth is actually a resurfacing operation. In New Jersey it has been used extensively wherever investigation shows that the concrete is solid below a certain depth and is damaged or 'worn' out only on the upper portion.

This rejuvenation of damaged concrete riding surfaces is an old art with the Maintenance Division, which did its first shallow patching over 18 years ago at a site along Route 4, where a burning gasoline truck had calcinated the pavement to a depth of 1½ inches. In this original operation (as well as in subsequent operations of this type) the damaged concrete was removed to insure a sound, clean surface. The perimeter of the area to be restored was hand chiseled to a vertical edge and the surface thoroughly cleaned by hand brushing with a wire brush. In this highly experimental patching of 1927, a very 'rich' mix (1:1:2) was used, with four gallons of water added for each bag of cement. Immediately following the addition of 2½ per cent of calcium chloride, this 'dry' concrete, which was hand mixed and allowed to approach its initial set before placement, was spread over the patch area and thoroughly tamped. It was then struck off to somewhat above the finished grade.

### Cured for 12 Days

About fifteen minutes after the initial set, the mixture was thoroughly retamped, screeded and planed to the proper section. Curing was accomplished with damp earth and the road re-opened to traffic in 12 days. After 18 years this original shallow patch shows no marked indication of failure.

From this small beginning there have evolved a number of refinements, although it cannot be said that later developments have produced better results.

Recently the Maintenance Division did some shallow patching on Route 25, just south of Route 8-41. This patching was done on pavement that was originally laid in 1926 and covered an area approximately 75 square yards. The depth of replacement on this job varied from 1½ inches to the full depth of eight inches. The mix, in this case, was 1:1½:3½ and the water content 4 and one half gallons per bag. One per cent of calcium chloride was used.

Curing in this instance was accomplished with burlap and water and unlike the original patching, curing time was reduced to four days, due to the traffic demands on this particular highway. Another difference between this and the job of 18 years ago was the use of machine mixed concrete.

### Withstands Traffic

Prior to placement of patching concrete the cleaned surface of the old concrete was thoroughly wet and dusted with cement. Particular attention was paid to the placement of concrete immediately adjacent to the old edges in order to prevent any infiltration of surface water.

After being subjected to heavy traffic for a period of two months, these latest patches show no failure. This is most encouraging since this job may well be classified as an experimental one inasmuch as it was impractical to keep traffic off the highway for a long period of curing.

The work on this section was under the general supervision of Supervisor John T. Carr and the immediate direction of Foreman Willard J. Mealy. Both of these men paid tribute to the skill of those engaged in all phases of this work, and agree that skilled workmanship is one of the most important factors contributing to successful patching.

THE HIGHWAY

## LAND and LEGAL

ED DRAKE

We welcome the opportunity afforded us through the courtesy of THE HIGHWAY to extend greetings of the season to our co-workers in the Real Estate and other divisions of the Highway Department. It is an especial pleasure to welcome back into the fold those of our fellow employees who have returned from the service. With renewed confidence in the future, we are looking forward to the continuation of that good old brand of teamwork in which we have always taken such pride.

J. W. AYMAR  
FRED VOLLMER

We wish to announce the marriage of Miss Martha May Deuschle, of Blackwood, to Major George B. Hood, son of George R. Hood, retired Title Searcher of this Department. The wedding took place on Saturday, Nov. 24th, at the Blackwood Methodist Church. The bridegroom is on terminal leave from the Army Medical Corp.

Frank Skillman is back at his desk after being absent for some time due to an operation performed on his leg. The operation was very successful and we are glad to welcome him back.

Lem Seale has resigned from his position as Title Examiner to take a new position with Herr & Fisher, a law firm in Flemington. We hope you have great success in your new endeavor, Lem.

Kirk Schanck is back in the old groove, hale and hearty after service in the Navy for over three years. Mac spent most of his time at the Naval Frontier Base. He now faces a real problem as he has no place to live. Can you help him?

Morris McCrosson reported back for work on Dec. 1, after serving in the Navy for over three years. Mac spent most of his time at the Naval Frontier Base. He now faces a real problem as he has no place to live. Can you help him?

We sincerely hope that Sylvia Lefkowitz will soon return to work. Sylvia has been on the sick list for several months.

The office force of the Bureau of Appraisal and Negotiation spent a very enjoyable evening on Dec. 5th at Bill Hancock's gunning club at Chatsworth. A turkey dinner with all the trimmings was served in the best style.

Jack Whitehead, formerly of the Construction Division, is now serving as a Right of Way Negotiator with this Division. We hope he will have great success in his new position.

Among those on vacation at this time are Josephine O'Hara and Norm Lister.

Pat Ward reports that his son arrived in Boston on November 8th, after serving for some time in France and Germany.

Bertha J. Cunningham, wife of Joe Cunningham of Sam Bullock's office, is now working in the office of J. W. Aymar. Mrs. Cunningham was formerly employed in the Hamilton Township O. P. A. office. We welcome her as an employee of this Division.

## A "BEFORE AND AFTER" SHOT OF SHALLOW PATCHING ON RT. 25



December, 1946

## Highway Users' Survey

(Continued from Page 1)  
Throughout the 24 hours. At each station were at least four interviewers.

Wherever possible a 100% sampling of traffic was made, and where this was not possible as many drivers were interviewed as conditions permitted. In no instance was the sampling of traffic less than 10% of the total number. On the highways such information was gathered as: the time of interview, type of car, number of passengers, origin, destination, home address of driver, control points passed, registration of vehicle, and purpose of trip.

In the canvass of homes information was obtained regarding: home address, number of cars owned, number at present being driven, number of persons residing at address, number 5 years of age or older, total number of trips reported from each address, number of passengers making these trips, purpose of trip (work, shopping, social, cultural, educational, recreation, etc.).

The forms containing this information were sent to the Newark Office of the Planning Bureau, where compilation of the data was started. It might be of interest to note in passing that the radio and newspaper publicity which preceded this survey was so extensive that the majority of homes visited were fully aware of the nature of the call. Nothing was taken for granted, however, and so a postal preceded each interview. This saved a great deal of valuable time which would otherwise have been spent in introduction.

This type of survey was quite new, and in this particular case was the largest of its kind carried out under the general outlines of the Public Roads Administration. It should also be understood that due to the magnitude of the undertaking its success depended a great deal upon the cooperation of many within the Highway Department.

For example, although the survey was directly under supervision of Sigvald Johannesson and his assistant, Vincent Berberick, engineers of the Public Roads Administration, G. E. Marple, Charles E. Hall, F. J. Hughes and J. E. Mincher were in close contact with the work throughout.

In addition to members of the Planning Survey staff, Maurice Radus and Lawrence Kavanaugh were borrowed from the Construction Division. Together with Joseph Natalie of the home office they acted as the chief assistants in running this operation.

Mrs. Helen Tallon acted as liaison officer between the Newark Office and Trenton, and were many times when, having intimate knowledge of department and inter-office relations, much to unshared difficulties arose.

But those who had a hand in this survey were not confined to the Planning Bureau by any means. For example, R. W. Wildblood called upon to perform the impossible on more than one occasion in his efforts to obtain special plates and equipment, while Gephart of the mimeograph department arose to the occasion and printed the 300,000 forms used in the survey.

Even the Equipment, Engineering and Maintenance Divisions, and the picture by supplying special equipment, arranging required lighting, and painting signs as were needed to direct traffic. All pitched in a manner that will long remain as a high water mark in cooperative work.

The scope of the survey, however, depended also upon the cooperation of many outside of the Highway Department and those are due Commissioner Arthur Mages of the Department of Motor Vehicles and members of his staff who offered the service of their inspectors for traffic handling. In addition, several local police departments rendered valuable service, particularly the Hudson County Police under the direction of Chief Patrick J. Dolan, who performed yeoman's service in guiding motor vehicles on the Hackensack Skyway.

Last, but not least, was the cooperation of Col. Charles Schoeffel, Superintendent of the State Police, who approved the use of State Troopers when necessary, despite the shortage of men. The cooperation of Deputy Superintendent, Major William D. Nichols and Capt. Daniel J. Dunn who furnished police assistance at a time when the lack of it would have seriously delayed the work, will long be remembered.

Although the field work connected with this survey is completed, there remains to be done the final tabulations and interpretations before this data can be used for future highway construction. When completed, however, the final value will be far reaching to the motorists of New Jersey who have been seriously handicapped by traffic congestion beyond comparison for too many years.

## THE BRIDGE BUILDER

An old man traveling a lone highway  
Came at the evening cold and gray,  
To a chasm deep and wide.  
The old man crossed in the twilight dim,  
For the sullen stream had no fear for him.  
For he turned when he reached the other side  
And builded a bridge to span the tide.  
"Old Man", cried fellow pilgrim near,  
"You are wasting your strength by building here,  
Your journey will end with the ending day  
And you never again will pass this way.  
You have crossed the chasm deep and wide,  
Why build a bridge at eventide?"  
And the builder raised his old gray head,  
"Good friend, on the path I have come," he said,  
"There followeth after me today  
A youth whose feet will pass this way.  
This stream which has been naught to me,  
To that fair-haired boy may a pitfall be.  
He, too, must cross in the twilight dim,  
Good friend, I am building this bridge for him."





# THE HIGHWAY



VOLUME 4 — NO. 6

TRENTON, NEW JERSEY

JANUARY, 1946

## GOVERNOR URGES 5-YEAR PLAN FOR HIGHWAY MODERNIZATION

Recommends New Roads and Reconstruction As Vital to State's Economic Development

In his annual message to the Legislature, Governor Wallace E. Edge urged that immediate steps be taken to modernize New Jersey's system of highways. That portion of his message wherein the Governor discusses this vital problem is reported in full.

"Our first great post-war public works program must be to relieve highway congestion, particularly in the metropolitan area of the State. While at one time the State highway system was a model for the Nation, in the last ten years congestion has fallen far behind the actual needs, due, in part, to a prolonged depression, when large scale diversions of highway revenues, principally for direct relief, were needed to avoid new taxes, and in part to war conditions, when nondefense construction had to cease.

"New Jersey's highways are subjected to an abnormal strain of both north and south traffic. For example, Route 25, the busiest highway in the world, is carrying an average of 60,000 cars daily in and around Newark, with peak loads of 102,000 vehicles, although originally it was designed for a maximum capacity of 36,000 cars daily. Such congestion must be relieved unless our economic prosperity is to suffer.

"All told more than one-third of our present 1,700 miles of State highways, which cost \$350,000,000, are now obsolete or in need of reconstruction which it is estimated would cost \$193,000,000 to complete. In addition, the Legislature has authorized the construction of 16 miles of additional highways to complete the framework of our highway system, at an estimated cost of \$312,000,000. Obviously, with such tremendous sums required to modernize our highway system, any program must be viewed on the basis of long-range planning.

**Recommends Route 100**

"I am, accordingly, recommending a five-year highway construction program, to be financed by annual appropriations in conjunction with the expected \$9,400,000 to be received under the Federal Aid Highway Act annually during the next three years. With the gasoline tax revenues showing every indication of reaching an all-time peak with the resumption of peacetime traffic, I am confident an adequate highway construction program can be financed on a cash basis. I wish to make this very clear; I am unalterably opposed to a long-term bond issue to finance these highway improvements, since the interest costs alone would amount to a large portion of the principal, and each generation in normal times should meet its own obligations. By following that formula you will always have a balanced budget.

"As a first step in this program, I am recommending the construction of Route 100 east of Route 25, from the Raritan River across the industrial areas and meadows to connect with the Lincoln Tunnel Bridge, in order that through traffic to and from New York can by-pass the congested industrial sections of Newark, Elizabeth, Linden, Rahway and New Brunswick. Final cost of Route 100 has been estimated by the Highway Department at \$50,000,000, although parts can be put into operation on a year-to-year basis at a far more modest figure.

**Urges Parkway Construction**

"The second major north-south arterial route would run west of Route 25 and would be limited to passenger vehicles. It would be the first major parkway development in the State. Like Route 100, it would be built in sections to relieve congestion, but would ultimately connect with the New York Parkway System at the northernmost end of the State, probably along Route 6, and connect with Route 4 passing through Passaic, Essex and Union Counties west of Route 25. Somewhere in the neighborhood of Bound Brook the highway would be divided, with one branch going west of New Brunswick and along the line of Princeton to Trenton. The other section would connect with the seashore area and ultimately have its southern terminus at Cape May, thus providing a scenic parkway limited to passenger and pleasure vehicles traversing the State from end to end.

"Much of this parkway would make use of existing highway facilities through their modernization and enlargement. Aside from funds to initiate these two major north-south routes, I will recommend in my Budget Message appropriations to improve some existing highway facilities in critical areas of the State in order to provide immediate relief and also a more liberal policy toward improving so-called rural roads. This program is, in my judgment, one of the most important single proposals that I have the honor to make to this Legislature. I commend it to your earnest consideration."

The work of the Planning Survey is divided into three general phases, namely:

## Forward in 1946

"Ring out the old, ring in the new." These familiar words from Alfred, Lord Tennyson's poem In Memoriam are ever words of high resolve in which to begin a new year. They will have an added significance for all of us as we begin our first year of peace in America.

As we stand upon the threshold of 1946 it will not be simple to "ring out the old" and forget all the legacies of these war years. A Nation that has suffered a million casualties, that has drawn prodigiously upon its national resources for an unparalleled production of the weapons of war, and has burdened itself with a debt of \$300,000,000,000, to defeat tyranny in the world cannot wipe the slate clean at one stroke. The Global Struggle has gone too deep and the victory bought at too dear a price for such a procedure.

But that is not the meaning of these words. "Ring out the old, ring in the new" is an injunction to face the future unafraid and with high courage. It is the mood of a forward-looking attitude. It is the counsel which bids us advance and make our tomorrows better than our yesterdays. We can do this if we will.

The year 1946 should be a year of unlimited opportunities for us in the State Highway Department. We have a new parkway and freeway law under which to design and plan our modern highways; new funds with which to build; new ideas brought to the Department by returning veterans with which to vitalize our activities; a new and mighty impetus given by the Governor in his message to the Legislature. All of these should give us a new stimulus to cooperative action.

In that spirit I greet each member of the Department at the beginning of the New Year. Let us together go forward to achieve the best year of service to the people of this state in highway history.

*Spencer Miller, Jr.*  
State Highway Commissioner

## STATE-WIDE PLANNING SURVEY OFFERS VALUABLE INFORMATION CONCERNING NEW JERSEY ROADS

Results of Fact Finding Are Available to All Divisions of State Highway Department

If you have a query regarding a New Jersey road, or adjacent property, whether it be a State Highway or otherwise, the chances are that the State Wide Planning Survey will be able to supply the desired information with a minimum of delay.

This office, located in the Newark Junction office building, performs one of the lesser known functions of the Highway Department, that of gathering valuable data for future construction. It was established in 1938 as a fact finding agency in cooperation with the Public Roads Administration of the Federal Works Agency. Provision for the Planning Survey had been made in the Hayden-Cartwright Act, passed by Congress in 1934.

This act, in addition to providing financial assistance for secondary road development, also provided that "not to exceed 1 1/2 per centum of the amount apportioned for any year to any State . . . may be used for surveys, plans and engineering investigations for future construction in such State either on Federal-aid highway system . . . or on secondary or feeder roads." Subsequent Federal legislation has provided for the continuation of the Planning Survey on the same basis.

**Extensive Surveys Made**

The work of the Planning Survey is divided into three general phases, namely:

## Announce Winners Of Suggestion Box Poster Contest

Two Feminine Artists Among Those Receiving Special Recognition

A wealth of original ideas and excellent draftsmanship greeted the judges in the 2nd annual Suggestion Box poster contest, the results of which were announced by Commissioner Miller at the Christmas gathering of Highway employees.

The competition was so close that the judges, Commissioner Miller, Mr. Eugene V. Connett, and Mr. P. Raymond Smith, designer for the R. C. Maxwell Company and instructor in poster design at the School of Industrial Arts in Trenton, spent considerable time in an atmosphere of furrowed brows before arriving at their final decisions. See page 4.

It has been decided that not only the winning poster, but those receiving honorable mention as well, will be used in publicizing the Suggestion Box during the coming year.

## Plans Celebration On February 26th

Miller and Noble Among Speakers at 15th Annual Bridge Division Dinner

The Bridge Division Club of the State Highway Department will hold its 15th Annual Dinner and entertainment at the Robert Treat Hotel in Newark on the evening of February 26th.

As has been the custom in previous years, this affair will not be limited to members of the Bridge Division, but they will be joined by several hundred of their friends from both within and without the Department.

President Sven Hedin announces that both State Highway Commissioner Spencer Miller, Jr., and State Highway Engineer Charles M. Noble have given assurances that they will attend this meeting and bring an important message concerning post-war parkway and freeway construction in New Jersey.

The committee in charge of arrangements consists of Wilbur H. Spencer, chairman, Robert E. Simon, A. Paul Galbreath and J. J. Koffler, assisted by club secretary John F. Evans, Jr.

## State Bridge Men Elect Officers

At a regular meeting of the State Bridge Employee's Association held in the Hotel Packer, Perth Amboy on December 28th, the following were elected to office for the coming year: President, James Lipari; 1st vice-pres., Harold Lloyd; 2nd vice-pres., Chas. D. Simonon; 3rd vice-pres., Orville Stilwell; Financial Sec., Harry H. Ober; Treasurer, Harold Vaughn; Sgt. - at - arms, Donald Thomson.

In addition to the above, George F. McKnight was elected to serve as trustee for a period of three years.

At the next regular meeting of the organization, which will be held on January 25th, all standing committees will be appointed for the next year.

## Credit Union Meets

The State Highway Credit Union will hold its Third Annual Meeting in the Board Room at the State House Annex on Friday, January 25th. The business of this meeting will be largely confined to the election of members to the Board of Directors, Credit Committee and the Examining Committee.

(Continued on Page 4)



## THE HIGHWAY

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### A SYMBOL PASSES

During the war years it was the proud privilege of THE HIGHWAY to list each month the names of our fellow-employees entering the armed services of their country. We all watched with pride as our Honor Roll grew from a meagre few until it reached a total of 435—nearly 20% of our male employees. And we looked with sadness and a feeling of real personal loss when gold stars were placed beside the names of six of these men.

When the war was at last over, we looked forward to the return of each of these veterans, and were gratified to see them come home and assume their peacetime employment in ever-increasing numbers. Today most of them are out of uniform and the few who have not rejoined us will do so before long. Therefore, the Honor Roll is being taken from its familiar place in THE HIGHWAY with a feeling of "well done." The exploits of those whose names it proudly bore will long remain an inspiration to all. They played an important role in one of the great epochs of history.

### WELCOME

With the appointment of Charles M. Noble as State Highway Engineer, the post-war phase of New Jersey's long overdue highway program is at last ready to get under way with full steam ahead. During the war years the position of State Highway Engineer was capably handled by our Construction Engineer, Frank C. Bedwell. This doubling-up of important positions was made possible not only through the ability of the man who handled both jobs, but also because highway construction was at a low ebb, despite the completion of such projects as that at Picatinny Arsenal, the Bayonne Naval Base, the Fort Lee access road, and the work on Route 28 at Phillipsburg.

In the years ahead, however, both the office of State Highway Engineer and that of Construction Engineer will require the full-time services of capable executives. In this respect the State Highway Department is indeed fortunate in having these positions filled by men of such calibre. THE HIGHWAY takes pleasure in extending to Commander Noble a hearty welcome from highwaymen throughout the state.

### ELECTRICAL FLASHES

John Kilpatrick

EM 1/c George J. McGinnis has been discharged from the Navy after 1 year and 8 months service and will be back to work January 18th as Electrical Foreman.

EM 1/c Richard D. Goldy has been discharged from the Navy after 1 year and 8 months service and will be back to work January 18th as Electrical Foreman.

It's not often that a member of the Highway Department has his name in a book, but the Electrical Division can point with pride to the T. Cramer, Bridge Operator, at the Route 4 Mullica River Bridge. T. Cramer's name not only appears in the book "Jersey Bridges," a whole chapter has been written about him. The book, by Henry C. Beck, is a history of the bridges and customs of the Mullica River Valley.

Thomas J. Dempsey, Bridge Attendant, Grade 1 on the Route 10, Rittenburg Bridge, Jersey City, retired January 1 after 15 years service with the State Highway Department. He had been employed by Hudson County for 20

years prior to 1931 when the State took over operation of the Wittenburg Bridge. We trust that he will enjoy a long retirement.

Frank E. Norton, Assistant Chief Bridge Operator on the Route 25M Hackensack River Bridge, Kearny retired January 1 after 22 years service with the Highway Department. He had been employed by Hudson County for 10 years prior to the time the State took over operation of the bridge. We sincerely hope that you will have a long life to enjoy your interest in travel to historical sites.

Carl A. Sanborn

Carl A. Sanborn, a veteran employee of the Woodlynne Office, died suddenly on Sunday, December 16. Mr. Sanborn, a Highway Inspector who was assigned to the Airport Circle Job, had worked throughout the preceding day at his regular duties.

He was born in Concord, N. H., on April 7, 1879, and entered the employ of the Highway Department on July 7, 1925. He will be favorably remembered by all who knew him throughout the more than twenty years he spent with the Highway Department.

Mr. Sanborn is survived by his widow, Mrs. Agnes A. Sanborn, to whom the employees of the Department extend sincerest sympathies.

## THE HIGHWAY

### CONSTRUCTION COMMENTS

Fred C. Claus

#### MONTCLAIR OFFICE

David Pettigrew

We are all glad to welcome back our former chief, Lt. Col. W. L. Braybrooke, who saw active service in the African, Middle East and European theatres of war. Col. Braybrooke has been away about three years during which time his place was filled by Howard N. Rigby. During his service overseas he had extensive experience with aerial photographs, maps and plans of all descriptions, and had charge of keeping the advancing armies of Generals Patton, Hodges, and others supplied with sufficient data in order that our armies could advance with the most speed in a country where maps were the only guide. Col. Braybrooke has some interesting maps and plans of all kinds, French, English, and even the German plan of London, with all military objectives designated, which they had intended to destroy including the City of London itself. Besides a mass of plans and data brought back from the European Front, Col. Braybrooke also has a plethora of good stories to narrate.

Captain Ronald Crawford, formerly of the U. S. Army—current of the State Highway Department—will be ex-Highway after January 15th when he resigns to take over the position of Assistant Borough Engineer and Supt. of Public Works of the Borough of Mountaintop, Pa. He has been every success in his new undertaking.

Charles Van Antwerpen and wife were the proud and happy recipients of a bundle from heaven on New Year's Day. It is reported that mother and daughter are doing well. Congratulations!

Wonders will never cease. We welcome back our own Dudley DeMaest— and lo and behold he has taken unto himself a wife. Well anyway, Dud, all the boys in the office tender their heartiest congratulations to you and the "Mrs." This leaves but one eligible bachelor in the office—how about it, Frank?

Sorry to report the illness of Roger Coupe. It seems that Roger tangled with some flu germs and came out a poor second.

#### PERTH AMBOY OFFICE

Howard F. Koos

First Lieutenant Virginia Harris, Army Nurse Corps, youngest daughter of Mr. and Mrs. William Harris, Seaside Park, will be married shortly to Lieutenant Fred J. Latham, Army Air Corps.

Mr. and Mrs. James W. Hiller of Ocean Grove, the oldest, has been the wife of their daughter, Donna, to Captain Albert Trakowski, Army Air Corps, on December 15, 1945. Miss Miller is a Junior at Middlebury College, Middlebury, Vermont.

Captain Trakowski served overseas and is now stationed at Camp Evans, New Jersey, in charge of the laboratory as a Meteorologist.

Howard Davis is now on vacation somewhere in the deep South. Howard said he will probably spend his vacation days after retirement, in the land of sunshine.

George Jorgensen has gone to the West Coast with his family for the sunshine vitamins.

Howard Davis and George will undoubtedly endorse the ads of the Chamber of Commerce in Florida and California. We will then have to form our own opinions as to the merits of the two places.

#### Many Thanks

I wish to take this opportunity of thanking the many Highway employees who were so kind as to send me Christmas cards. I hope that each of you will realize that this thoughtful gesture on your part was greatly appreciated, but that it would be practically impossible for me to acknowledge each one individually. Therefore, please accept this expression of my appreciation.

EUGENE V. CONNETT  
Administrative Assistant

Bill Reina of Belmar is spending his vacation between Belmar and Asbury Park. The sea water is too cold for Bill, so he will have to be content to stroll on the boardwalk.

Bob Wilcox returned to his duties in the Perth Amboy Office this month after discharge from the U. S. Army. Bob has also taken unto himself a wife. Congratulations, Bob!

Rudy Peterson, Linden, has also made an appearance in the office and has been discharged from the U. S. Army. Rudy was overseas in the European Theatre for about two years with Headquarters and Service Company of the 652d Central Postal Directory. He will return to active duty with the Highway Department at the beginning of the new year.

#### WOODLYNNE OFFICE

Wm. Hurley

Tom Pierce and Ben Franklin acted as pall bearers at the recent funeral of Carl A. Sanborn, whose passing was a source of deep regret to the Woodlynne Office.

Rather than embarrass those perennial nimmers, Roy Weatherby, Paul Tusing, Wayne Tusing, and Abe Eisenberg, we make the following as brief as possible—NO DEER!

Two more veterans returned to us on the first of the year. They are Commander William Burnside Dallas, who spent 3 1/2 years in action in both the Aleutians and the South Pacific, and Captain Robert Haight, whose 4 years were spent in the European theatre with the artillery. To both a hearty WELCOME BACK.

The survey party headed by George Edwards and including Ben Franklin, R. Heintze, Al Hincken and Paul Tusing, was loaned to the Pleasantville Office, has returned to the fold, high in their praise for the work being done down that way and for the good fellowship shown by men in that office.

Earl Hagy's son has arrived home after a tour of Pacific duty as a member of the crew of the U. S. S. Alaska. He is at present enjoying a 30-day furlough.

Sam Fabian, a 6' 2", 210 lb., ex-marine, who joined the Woodlynne office last November, has resigned to take up work in Philadelphia. Lots of luck, Sam.

Because of the modesty of Bill Hurley the following items were supplied by others. They deal with the war activities of Bill's three sons, aged 19, 20 and 21. Ed, the oldest, has been in the army since Feb., 1942. Since April, 1943 he has been in Europe with an anti-aircraft outfit and at present is located in Germany.

Robert, the second son, is a coxswain in the navy. He served as an armed guard on Merchant ships and recently was transferred to the Pacific where he met his kid brother on Guam.

Edward, the youngest of the trio, is serving on an LSM in the Pacific. At present he is traveling between the Philippines and Yokohama. Bill is looking forward to the day when all three are home again.

Due to a regrettable oversight, the fact that our amiable paymaster, Captain Ben Stokes, has returned to duty as Senior Auditor went unreported in the last issue of "The Highway." Ben went into service with the Air Forces as Second Lieutenant and within short order rose to the rank of Captain. His travels carried him to every State in the Union but two. The Hawaiian Islands and other distant places also became familiar points of destination. It's good to see you back, Ben.

John Henry is back after renewing friendship with some of the boys and girls from the old sod in Newark and New York.

Tom MacRorie is another who has returned to work after spending his vacation with his family in the South.

Other returns from vacation include H. Diefenderfer, R. Sherman, E. Pollock, F. McDermott, L. Vogt, E. Baumann and W. Ryan.

Maurice Raub is confined to bed with a severe cold. We wish him a speedy recovery.

Jim McDonough had an extremely pleasant vacation at Fort Dix. He has been back with us since Saturday, Jan. 5, at Fort Dix. He has been an Army A-26 for a test flight and he still wonders whether they were testing him or his ship.

### BRIDGE BRIEFS

A. J. LICHTENBERG

Visions and pleasant memories of days spent on the Alcan Highway came back to Arthur H. Stetser recently when he met Herbert C. Lanka author of "Highway to Alaska." Mr. Lanka was on a lecture tour when Arthur met him. Construction days came back to him when Arthur saw pictures of his Koiden River Bridge No. 2, and the White River bridge both located about 240 miles north of White Horse.

William C. Simon joined the office force on Dec. 17th as a Junior Highway Engineer. Mr. Simon recently returned from over two years service in India and where he worked on bomb disposal. He was educated in Trenton, New Jersey and Burlington and attended Akron University. He was employed in the engineering department of the Ohio Power Co., Canton, Ohio before entering the service. Welcome William, and the curious—no, he isn't related to Robert Eddie.

A number of suggestions were received concerning a technical department library but it wasn't until Geo. A. Heffernan's idea of a centralized highway department library came along that we had something to translate into a workable plan. Since its establishment the book and periodical list has grown from 200 to 1200 and the circulation list has grown proportionately. Requests for specialized information have increased and the library has a daily reference use. Its worth will be increased thru the request plan for new and useful texts. We are pleased that the idea came from the Bridge Division and that George received a Certificate of Merit for an idea so generally useful and valuable.

BRIEFS: Chester P. Smith died in a "History of Russia" . . . L. C. Peterson, Wm. C. Umberger and A. J. L. "Ice Follies" devotees. J. F. Evans holidaying in Waterbury, Conn., and looking over their bridges . . . Paul Gabrenas a hospitable host to the gang celebrating the New Year . . . Bill Higgins advanced to a supervisory position with the Treasury Department and with offices in the Empire State Building . . . George Peel a rare visitor to the office . . . Jack Everett in from the Pacific, again a civilian, and looking his best . . . A cheerful letter from Commander Hunter anticipates his return from California in April or May . . . Bridge Division Annual Dinner—Robert Treat Hotel—Newark, on February 28th . . . Remember—if you want winter to pass quickly just sign a 90 day promissory note.

The thought of tanning under Florida sun has had you working in their reflected glory. We're happy to report that Jennie Majeski and Alice Mayer of the laboratory are the lucky girls.

With Mary Harris fully recovered from her stage of pneumonia and now back to work, we regret to learn that Kathryn Laughry has been stricken with the same illness. From latest reports, however, we understand that she is doing well.

### LABORATORY LINES

Norm Schaller

Jennie Majeski has returned to her desk after vacationing in Florida.

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January, 1946

1946

### THE LADIES... Bless Them

column opened with the thought that were we "predictors," we could foretell the coming year. The following, introducing two resignations, needs at this time due to an illness may have been good. The resignation was that of Anne Spector.

On January 15th, Marie C. Cria, her leave of the Department, although they are happy to see her go, and hope that her return will not be few and far between.

Luncheon held by the girls of the Highway staff, at the Carillon, in honor of Betty Durkin, as their way of saying "Good-bye" to your new duties and good-bye for now."

Bernadette Johnson, who was named on the first of the year, by her Highway friends. The boys were well represented by the Cullen, Ruth Morgan, Carmen, Margaret Anderson, Marion O'Hara, Helen Canby, Helen Tallon, Florence Millerick, Helen Gallagher, Pauline Wisland, Mary Harris, Claire Laczoni and Mabel Beans.

That the return of our service girls had an effect on our personal lives. There is no doubt in our minds that the beautiful diamond worn by Dorothy Kinn spells "Amour." Of that diamond pin being sported by Jennie Finkle these days we are sure. Could that possibly be the same thing, Lorraine?

The "Nymphs" at the Stacy Allen and George Dedrick. The boys report an excellent meal and a most congenial social affair.

Viola Gallagher (to whom waiting list pin being sported by Jennie Finkle these days we are sure. Could that possibly be the same thing, Lorraine?) and what-did-you-say, "Ginger ale", while in contact with a new idea.

A piece of shrapnel that was lodged in the back of Frank Lett's knee worked itself out and his leg has become badly infected. It may be necessary to operate in an effort to clear up the infection. A grim reminder to Frankie of the Beach at Salerno.

On a recent visit to the Newark Office along with Paul Cranmer we had a few minutes conversation with Mary Craig, Margaret Hennessy and Frank Bird, who worked with us here in the Annex for several years. They were inquiring about many of their old friends here and wanted to be remembered to them all.

CHATTER: Gene Palmer is still convalescing at his home. Gene is making slow but good progress. Betty Durkin, of Cost Department, has left the Department to take up the duties of a home-maker. We all wish her luck and a quick return of her Joe from Japan.

Speaking of Japan, we understand Sgt. Neil Kennedy of the Marine Corps is back in the States and expects to be home shortly. Glad to see Mary Harris again at her desk in Bill Wildblood's office after an extended illness. Frankie Fieman and family vacationed over the holidays at Farmingdale. Josephine Cintas of the Mail Room has been under the doctor's care at the University of Pennsylvania Hospital in Philadelphia. We hear Joe is coming along fine. There were no means of identification of the owner, but through the Lost and Found Column Jimmie contacted the rightful owner and returned the envelope with the money intact. The man who lost the money was Mr. Ernest Grassie, proprietor of a meat and grocery store on Fairmount Avenue, Elizabeth. Jimmie received a liberal cash award and a steak which he says would have taken a good slice of the \$75.00 to purchase. Virtue is more than its own award!

Both Mr. and Mrs. Reed were unfortunate enough to be ill during the Christmas holidays. However, they had recovered sufficiently to visit their son in Fremont, Ohio, over the New Year.

Corp. Frank Deacon called in the office to see us just before Christmas. He is still on active duty and doesn't expect to be out of the army till Spring. He is located at Camp Campbell, Kentucky.

After a year and a half's absence from competition, Bill Car-nival is once again bowling with the Highway League. As the Projects Division has no team this year, Bill is bowling for the Fernwood Office.

Captain Tom LaBar and his father visited the office the 7th of January. Tom is just back from Okinawa and it is the first time

we've seen him in over three years. It is certainly a welcome sight. Tom intends to take two or three weeks vacation before starting work.

Word has reached us that Captain George Kraus has arrived in California from Okinawa and is due at Fort Monmouth for discharge January 15th.

### RECEIVED HONORABLE MENTION

## the Suggestion Box is your Mouthpiece

Use it  
This poster, drawn by Claire Laczoni, was another which received Honorable Mention in the annual Suggestion Box Poster Contest. This year's contest brought out a record number of 18 entries.

### Administration Division

Arthur Egan

As Commissioner Miller put it at the Christmas gathering, no greater sorrow can come to anyone than the loss of one's mother. This is the more poignant when it happens in the Christmas season. Heartfelt sympathy is therefore extended to Carmen Davis, whose mother passed away just a few days prior to Christmas.

Sgt. Frank Lacomchick, now stationed at Fort Devens, Mass., visited the office during the month of January. Frank is happy about the prospects of his receiving a release from the army sometime this month.

Members of Marvin Howlett's staff held their annual Christmas get-together at Trionfetti's. In attendance included Harold Rice, Cyrus Card, Harold Jensen, Frank Palmer, Dave Rodman, Frank Allen and George Dedrick. The boys report an excellent meal and a most congenial social affair.

Sgt. Charles Hurley, Jr., writes that he expects to be aboard the U. S. S. General Tallon when she sails from India for the States. Charlie sent along the Christmas menu which included everything from soup to nuts and a few extras. Incidentally, this has been his fifth Christmas away from home.

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### MAINTENANCE NOTES

GENE BECKNER

Once again it is a pleasure to commence this column by welcoming back the following employees to the Maintenance Division following their honorable discharges from military service: Arnold Conine, of Allentown; James Fox, of Burlington; Paul Pavlik, of Montclair; Bob Morgan, of Trenton; Ernie Van Schoick, of Farmingdale; Elwood Taylor, of Browns Mills; Nick Cutter, of Montclair; Steve Pointek, of Marlton; and Michael Yanniello, of Mays Landing. Albert Bein, who formerly lived up in Bergen County but who since his discharge has been residing in Brooklyn, has been granted additional time before being required to report for active duty.

It's good to see Supervisor Lew Kleckner back on the job again after a siege of illness during the month of December. Supervisor John Kelly has also been on the sick list, but he too is now back working.

The Maintenance Division is proud of the fact that four of its members were among the recipients of Departmental Awards for outstanding service during the year 1945. Three of them also received additional prizes of war bonds for suggestions deemed most meritorious. Our congratulations to Foreman Charles Weller and Dewitt Herbert, Assistant Foreman Benjamin Cleave, and to Claims Supervisor Charles L. Levine. These suggestions really paid the boys dividends, and we hope their experience will prove the incentive to maintain our enviable record. Get your suggestions in, fellows!

It is with deep regret that we report the deaths of four veteran maintenance employees during the past month. Landscape Foreman Fred Fleck, who was in charge of landscape maintenance throughout Burlington County and surrounding areas, died at his home in Moorestown on Monday, December 24th. Frank Rossi, of Raritan, who worked in the Maintenance Crew under Foreman Joseph Smith, died here in a Trenton hospital early in December. John Becker, of Bensbury, who had worked in the maintenance crew now under the supervision of Foreman Paul Haney for the past 20 years, passed away Saturday, December 29th. Raymond Nichols, of Denville, who worked in the landscape maintenance crew under Foreman Arthur Marshall, died at his home on Thursday, January 3rd. To the surviving families of all these men we extend the heart-

felt sympathy of the State Highway Department employees.

Joe Natalie and his crew are busy these days getting the internal interviewing data in shape. Louise Becker also has a crew stepping. All in all, this office is really humming.

Charles Freeman expects his 2 boys home from the service in March.

Dick Uth is back after 2 years in the navy. Dick saw action in both the Atlantic and Pacific theatres of war. "Signor" Delgado, who travelled quite a bit in his day, is now interested in Dick's stories of the peoples of Europe, Japan and the Philippines.

Stephen Burrows, formerly of the Morrisstown Maintenance gang, is a welcome addition to this office. Frank Williams, at present with this office, is a member of the American Federation of Labor Executive Board, and a member of the War Relocation Authority. He has settled some of the largest dispute cases, and is the recipient of the Certificate of Merit. Nice zing.

Al Maspoli is awaiting word from the State Department regarding a passport to Switzerland, where he intends to go to settle an estate. Al would like to take with him a new Oldsmobile, so that he may do a little touring in Italy, Germany and France. (How about being your chauffeur, Al?)

Florence Bustante says she is worn to a frazzle, what with a house full of relatives that dropped in for the Xmas holidays, and are still lingering on. Take a tip from Mrs. Bustante, and stop ditching out such swell apple pies, etc.

Mrs. Hilda Rattaspe, Mrs. May McClellan and Miss Elizabeth Ward are welcome additions to this office.

Our I. B. M. operator, Pres Northrop, is the Planning Survey photographer. Pres has promised to take a group picture of the employees in the Department for publication in THE HIGHWAY.

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## Many Employees Honored At Christmas Ceremonies

Victory Bonds Awarded for Outstanding Suggestions; Others Receive Certificates of Merit

A record was established at the annual Christmas gathering when eleven Highway employees were awarded merit certificates for outstanding service to the Highway Department. Among this group were four employees whose suggestions, as received by the Suggestion Committee, were deemed to be of sufficient value to entitle them to additional awards of \$25 Victory Bonds.

The bonds were presented to Maintenance Foremen, DeWitt S. Herbert and Charles Weller, maintenance employee Benjamin Cleave, and Bridge Operator Stanley Lukasiewicz, by representatives of the Ten Year Club, the Bridge Division Club, the State Bridge Employee Association, and the Highway Foreman's Association, which organizations had offered these awards since Highway funds are unavailable for this purpose.

Several hundred employees of the Trenton offices and Fernwood took part in the colorful program which included addresses by Commissioner Miller and State Highway Engineer Charles M. Noble, as well as the singing of favorite Christmas carols to the accompaniment of a string trio composed of Albert Getz, George Kutch and Dominic Torini.

Following a moment of silence in tribute to those Highwaymen who had paid the supreme sacrifice in the recent war, Dean Frederick M. Adams of the Trinity Cathedral in Trenton offered a prayer for lasting peace. Commissioner Miller was then presented to the gathering by Mr. A. Lee Grover and officiated at the Certificate of Merit presentations as well as announcing the winner of the Suggestion Box poster contest. Following this feature of the program, the Commissioner spoke of the significance of this post-war Christmas and welcomed back our returning servicemen.

**Certificate of Merit Awards**  
In making his first appearance since his recent appointment as State Highway Engineer, Commander Noble spoke of re-establishing New Jersey in the vanguard of highway construction, a position he felt had been relinquished during the years of depression when State Highway funds had been channeled to other fields. He felt that the passage of the Free-way and Parkway Bill would permit us to supply the motorists of this State with transportation facilities equal or superior to those enjoyed in neighboring states.

Certificates of Merit awards went to the four employees receiving bond awards as well as to Lawrence Hock and Joseph Martine, who suggested filling in the car tracks on the Route 3 (Secaucus Creek) Bridge to prevent the nu-

merous skidding accidents; George A. Heffernan for submitting a workable suggestion for the establishment of the Highway Library; Armand Innocenzi who suggested a master control for illuminated signs at intersections; Charles I. Levine for his work in publishing the State Highway Safety Manual; Frank Ball and Richard Yentsch for their presence of mind in saving a man from drowning at the Cooper River Bridge in Camden; and W. Carman Davis who designed the winning poster.

### Victory Bond Awards

The Victory Bond awards were made as a result of the following suggestions which were deemed to be the most outstanding received during the past year. Charles I. Weller submitted a redesign for bridge approach slabs to withstand the stress of mud-jacking without cracking. This suggestion led to the appointment of a committee by Mr. C. F. Bedwell, which made a complete study of the question and evolved an approach slab design which it is felt will be thoroughly satisfactory.

Stanley Lukasiewicz suggested a drawbridge gate sign which reads "Go On Green Only." This sign was installed for trial purposes and proved to be so successful in operation that all bridges will be so equipped in the near future.

### Add Grader Blade

De Witt Herbert equipped his grader with a second blade which had the effect of saving valuable time in grading shoulders along the highways in his maintenance section. He submitted this suggestion and it is understood that all graders will be similarly equipped as soon as materials and manpower are available.

Benjamin Cleave suggested a method of guard rail installation which would, in his opinion, reduce deterioration. This suggestion led to the establishment of a series of tests in an effort to determine the best method of combating rot and in this manner lengthening the life of guard rail posts.

No story of the Christmas gathering would be complete without a word of praise to Master of Ceremonies A. Lee Grover for a job well handled, to Supervisor Robert Green and his men for the manner in which the board room was decorated for this occasion, and to Frank Reddan for arranging a most enjoyable program.

## THE HIGHWAY CERTIFICATE OF MERIT WINNERS



These are the men who received Certificates of Merit for contributions of outstanding value to the Highway Department during the past year. In the front row from the left they are: George A. Heffernan, Charles Levine, Stanley Lukasiewicz, Frank Ball and Richard Yentsch. In the back row are: Lawrence Hock, Joseph Martine, Charles Weller, Benjamin Cleave, Commissioner Miller, and Armand Innocenzi.

## State-Wide Planning Survey

(Continued from Page 1)

State Highways, county roads and railroads, as well as riparian, county and corporate line surveys.

Base maps of New Jersey's 21 counties are now available, both in large and small scale, with this and other factual data appearing on them. A map of the entire State on a large scale will soon be ready, which is a composite of the several county maps.

In addition to the above maps a second series of maps was made by duplicating the original tracings. Those maps are 4" to the mile, and upon them appears the types of pavement of all rural roads and all through roads in urban areas. In addition to this, the distances between important intersections are shown.

To further present the results of the survey, a third series of maps at 2" to the mile has been made which shows the 24 hour annual traffic count on all New Jersey roads.

This information, which has been gathered throughout the years, is now readily available to all divisions of the State Highway Department. Requests should be made to Sigvald Johannesson, Chief of the Planning Bureau or to Vincent Berberich, Engineer-in-Charge, Planning Survey at the Newark office.

Note: This is the first of two articles which are being printed to better acquaint officials and others throughout the Highway Department with the type of information which is yours for the asking. The second article will appear in the February issue of THE HIGHWAY.—Ed.

At this moment there is an awakening to these traffic needs and a realization that construction can no longer be delayed if this State is to retain its position as the "Cross-roads of America," and maintain a healthy industrial, agricultural and recreational position, as well as continue to be a desirable place in which to live and work. Through the able and broad leadership of Commissioner Miller the urgent highway transportation requirements of the State have been developed and through his vigorous presentation, the people have been brought to a realization of the need for a prompt and intensive highway construction program.

**Huge Program Ahead**  
The most pressing and urgent of these needs have been formulated by Commissioner Miller and approved by the Governor in the form of a five-year program, to cost \$150,000,000. The passage of the necessary legislation to effectuate the plan appears imminent.

This expression of confidence by the Governor and the Legislature places a heavy burden of responsibility on every member of the Department in the highway construction program. It is our duty to get the program promptly, I feel sure, to the people of the State. This challenge to the Department is a world leader in highway transportation.

This great program has not been conceived along small lines, but upon broad principles in step with the dynamic requirements of modern motor transport. The freeway principle for the heavily developed industrial areas has been adopted so that grades will be separated, opposite direction traffic will be separated, access to the highway will be restricted to specially designed interchange facilities, and ribbon or "wildcat" development along the right-of-way will be prohibited. Design of this nature will enable all classes of truck and passenger car traffic to flow smoothly, safely and uninterruptedly at all times.

In addition, and for the first time in New Jersey, a system of parkways will be developed which will permit a vast number of passenger car drivers to travel with pleasure, comfort and safety amid pleasant surroundings, whether for business or for recreation. These parkways will have all the traffic and safety features of the freeway, but will be restricted solely to passenger cars.

**Long Range Planning**  
Besides the parkway and freeway system, the improvement and modernization of the existing State System will go forward at an accelerated pace, and the State Aid projects will continue. Highway Planning is a most important function of the Department. No program can proceed successfully without a long range plan and one which is being constantly developed in the light of changing conditions. It is important that there should be increased emphasis on planning in urban and densely populated areas.

All of these activities will impose a greater responsibility on the Maintenance, Electrical and Equipment Divisions, for no modern highway well constructed, can be operated without adequate maintenance, and maintenance cannot function without equipment. A tremendous role is being played by the Public Roads Administration in the re-vitalization of the highway construction program throughout the United States as well as in New Jersey. The Federal Government is contributing more heavily toward highway construction than ever before and this is particularly true in this State, due to its urban character.

This year Public Roads Administration has allocated \$9,433,000 to New Jersey for new construction, and this will necessitate continued and expanded cooperation between the Department and Public Roads Administration.

County Maps Prepared  
County maps have now been drafted which show the data as furnished through the field survey. These maps show all public highways and culture adjacent to them in all rural areas, corporate lines, parks, recreational areas, lakes and streams. To secure the greatest accuracy and detail, the maps were drawn on a scale of 4" to the mile with the grid system of the United States Coast and Geodetic Survey as a base.

For ease and convenience in handling, they have been reduced to a scale of 2" to the mile. Most monuments and triangulation stations are shown, and in the interests of accuracy all available information of other agencies were incorporated, such as traverses on

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## Electrical Wins First-Half Title

Department Keglers Hold Mid-Season Banquet

First half season of the Department Bowling League was held at the Trenton Division of the State Highway Department, December 10, 1945. The final night of the first games to 1.

The Electrical Division, captained by John Kilpatrick, whose members are Tony K. Caddell, Herman Innocenzi, Walsh, and anchor man Radice. While this group was doing their best bowling, the other teams were also competing.

The runner-up team, composed of Ruse Cook, Ed. Cade, "Porky" Stevens, Brachel, Johnnie Prez, and Capt. Tim Brennan.

With four sessions of the half played, three clubs are tied for first place with a record of 8 victories and 4 defeats. Maintenance, Administration, and the Electrical Division are tied for second place with 7 victories and 5 defeats.

Chris Kucker, of the Inspection Division, still retains high average honors with an excellent 170. The five high average bowlers in the league games bowled on Friday, January 11th, are:

1. Chris Kucker (Inspection)
2. Peter Tuozello (Administration)
3. Tim Brennan (Equipment)
4. Mark Stevens (Equipment)
5. John Radice (Electrical)

On Tuesday evening, December 18th, the mid-season bowling banquet was held at the Locust Cafe, Locust Street, Trenton, and over 50 bowlers and friends attended. An excellent Italian chicken dinner was served, and even Norm Hoyer, who has a notoriously heavy appetite, had ample to eat. Less as President John Rochford presided at the head table where the various team captains held forth. Considerable good natured banter flew back and forth but "Rocky" maintained good order.

John Kilpatrick, Division team captain, spoke briefly as did Treasurer Earl Storer and the various other team captains and representatives. In addition, there had been a serious curtailment of comment by the bowlers. The most enjoyable time of the evening was the presentation of the trophy to the winning team, the Electrical Division. Every bowler has a most enjoyable time and all are looking forward to the social event which will signal the end of the bowling season this coming spring.

At this moment there is an awakening to these traffic needs and a realization that construction can no longer be delayed if this State is to retain its position as the "Cross-roads of America," and maintain a healthy industrial, agricultural and recreational position, as well as continue to be a desirable place in which to live and work. Through the able and broad leadership of Commissioner Miller the urgent highway transportation requirements of the State have been developed and through his vigorous presentation, the people have been brought to a realization of the need for a prompt and intensive highway construction program.

**Huge Program Ahead**  
The most pressing and urgent of these needs have been formulated by Commissioner Miller and approved by the Governor in the form of a five-year program, to cost \$150,000,000. The passage of the necessary legislation to effectuate the plan appears imminent.

This expression of confidence by the Governor and the Legislature places a heavy burden of responsibility on every member of the Department in the highway construction program. It is our duty to get the program promptly, I feel sure, to the people of the State. This challenge to the Department is a world leader in highway transportation.

This great program has not been conceived along small lines, but upon broad principles in step with the dynamic requirements of modern motor transport. The freeway principle for the heavily developed industrial areas has been adopted so that grades will be separated, opposite direction traffic will be separated, access to the highway will be restricted to specially designed interchange facilities, and ribbon or "wildcat" development along the right-of-way will be prohibited. Design of this nature will enable all classes of truck and passenger car traffic to flow smoothly, safely and uninterruptedly at all times.

In addition, and for the first time in New Jersey, a system of parkways will be developed which will permit a vast number of passenger car drivers to travel with pleasure, comfort and safety amid pleasant surroundings, whether for business or for recreation. These parkways will have all the traffic and safety features of the freeway, but will be restricted solely to passenger cars.

**Long Range Planning**  
Besides the parkway and freeway system, the improvement and modernization of the existing State System will go forward at an accelerated pace, and the State Aid projects will continue. Highway Planning is a most important function of the Department. No program can proceed successfully without a long range plan and one which is being constantly developed in the light of changing conditions. It is important that there should be increased emphasis on planning in urban and densely populated areas.

All of these activities will impose a greater responsibility on the Maintenance, Electrical and Equipment Divisions, for no modern highway well constructed, can be operated without adequate maintenance, and maintenance cannot function without equipment. A tremendous role is being played by the Public Roads Administration in the re-vitalization of the highway construction program throughout the United States as well as in New Jersey. The Federal Government is contributing more heavily toward highway construction than ever before and this is particularly true in this State, due to its urban character.

This year Public Roads Administration has allocated \$9,433,000 to New Jersey for new construction, and this will necessitate continued and expanded cooperation between the Department and Public Roads Administration.

# THE HIGHWAY

VOLUME 4 — NO. 7  
TRENTON, NEW JERSEY  
FEBRUARY, 1946



Commander Charles M. Noble, State Highway Engineer, at his desk in the State House Annex. Tweeds have replaced Navy Blue.

## A MESSAGE FROM COMMANDER NOBLE

It is an inspiration to join the New Jersey Highway Department, particularly at this time. The Garden State has always been a leader in highway affairs and has created a magnificent transportation system. At this moment, however, a still larger vista of accomplishment lies ahead and the Department faces the challenge of a rapidly moving, expanded construction program in order to meet the heavy demands of accumulated traffic loads which have well nigh paralyzed existing facilities in several sections of the State. Those new facilities will be designed in step with the dynamic tempo of modern traffic.

There is every promise that the days of past years are coming to an end. During the war highway construction virtually came to a standstill throughout the United States, and in addition, there had been a serious curtailment of comment by the bowlers. The most enjoyable time of the evening was the presentation of the trophy to the winning team, the Electrical Division. Every bowler has a most enjoyable time and all are looking forward to the social event which will signal the end of the bowling season this coming spring.

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## The Stage Is Set

The enactment by the New Jersey Senate of the first parkway and freeway legislation is not only an historic but also a notable event. If the Assembly concurs and the Governor approves, the 1946 Legislature will add to the constructive accomplishment of the 1945 Legislature which passed the first enabling Act for Freeways and Parkways in New Jersey. What still remains to be done is for the Legislature to appropriate the money—not an unimportant consideration. But the recommendation in the Governor's Budget for a sum of ten million dollars each for the development of the first freeway and parkway Routes 100 and 4 should go a long way on the road to secure legislative approval.

The relocation of the alignment of Route 100, which was necessitated by further engineering studies, received the unanimous approval of the New Jersey Senate in S-58. That action, taken together with the decision to make Route 100 a controlled access road, is an indication of the distance we have travelled in securing public acceptance of the principles of modern highway development.

It is not without significance that the Parkway Bill S-59—the same number of the successful Assembly bill of last year—was passed without dissenting vote for the first parkway traversing the State from Route 6 in Passaic County to Cape May at the tip end of the State.

This affirmative and forward-looking action of the New Jersey Senate but heightens the responsibility of the Highway Department to speed the preparation of plans and the necessary specifications so that contracts can be let and work begun during a full construction season of 1946. It will afford an opportunity for the Public Roads Administration to aid in the construction of an important link in the Inter-state System.

With the whole-hearted cooperation of the Public Roads Administration assured, with large Federal funds available and highway needs demanding prompt and bold action, the stage is set for what should be a big program ahead. It is an inspiring challenge for all of us in the Highway Department.

*Spencer Miller, Jr.*  
State Highway Commissioner

## Traffic and Financial Surveys Contain Valuable Information Relative to New Jersey Roads

Wealth of Factual Highway Data Available for Departmental Reference

This is the second of two articles dealing with the functions of the office of the State-Wide Planning Survey. In the first of these articles, appearing in the January issue, an outline of the Road Inventory Survey was given, along with the type of information available for general use within the Department.

This article will deal with the second and third phases of the work done by the Planning Survey, namely, traffic survey and financial survey. The traffic survey is a study of the relative uses made of highway facilities. This survey consisted of a classified density count of traffic at 378 key stations, counted 18 times a year on a pre-arranged schedule; 675 blanket count stations, counted seasonally or four times a year; and, 5117 stations, counted on an 8-hour period, one day a year. In this manner a count was secured at a total of 6170 locations, which comprises approximately every other road intersection in New Jersey in rural areas

and on through roads and streets in urban areas. The traffic was classified as to passenger cars, light, medium and heavy trucks, tractor trucks, trailers, and buses. In all instances the state issuing registration was noted. Turning movements were recorded at all counting stations.

**Maps Show Traffic**  
Through the 378 key stations and the 675 four-count stations, factors or controls were established for expanding the counts at the short count locations to obtain an estimate of the 24-hour annual average traffic on each mile of rural highway in the State. These annual averages have since been mechanically tabulated and when used in conjunction with the road inventory tabulations

make it possible to compute the number of vehicle miles driven on any section or system of highways. Traffic figures have also been entered on the County Base Maps and are being used in compiling a traffic map of the entire State.

**Make Loadometer Survey**  
In order to make the survey as comprehensive as possible 86

## Adjective Ratings Used As Result of C. S. C. Directive

Numerical Marks Unaffected by Terminology Used

On November 20, 1945, a directive was received from the Civil Service Commission which stated in part: "...the employee will be notified in writing by the department of his final merit rating in terms of Unsatisfactory, Fair, Good, Very Good, or Excellent."

Prior to receiving these instructions, the Highway Department used the following designations:

- 60-65—Placed on Probation
- 65-73—See Immediate Superior
- 73-87—Very Satisfactory
- 87-90—Excellent

Upon receipt of the directive, the Department adopted the prescribed adjective ratings to cover the numerical markings as follows:

- 60-65—Unsatisfactory
- 65-73—Fair
- 73-87—Good
- 87-90—Very Good
- 90-above—Excellent

It can be seen from this that an employee could actually raise his numerical marking from 87 to 89.9 and at the same time receive an adjective rating of Very Good rather than the mark of Excellent formerly received. Also a person who attained an average of 73 the first time and received a letter stating that his or her services were Very Satisfactory, might have bettered that mark by 8.9 points and receive, this time, a letter stating that their services were good.

The thing that counts in this efficiency rating system is the mark you receive and not the adjective designation. This mark can be obtained from the Civil Service Commission upon application. No one should be disturbed over the results of the last ratings until he has taken the trouble to determine what his actual mark was.

## Fernwood Gardens Again Available

Many Employees to Grow Crops Again This Year

For the fourth year the garden plot at Fernwood are being made available to Highway men and women who desire to grow their own vegetables. As in previous years, this tract will be fenced in to give maximum protection.

In order to obtain a garden plot, it is necessary to make application to Robert S. Green, Landscape Supervisor, at 148 West State Street, Trenton, before March 1. Forms for this purpose have been distributed and should be used. If you don't have such a form, send the following information to Mr. Green: your name, home address, phone, and division in which you work. If you have had a garden previously, send in the number of your plot.

In order that no garden will remain uncultivated throughout the season, it has been definitely determined that any plot not under cultivation by May 6 will be re-assigned.

New applicants will be assigned a garden in the order of receipt of applications. Since certain sections of this tract are considered to be somewhat better than others, it is in your advantage to file your request early.

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**CAN YOU DO IT**  
Quicker  
Cheaper  
Better  
Safer  
?  
IF 50... SEND YOUR IDEA TO THE SUGGESTION BOX

**IDEAS WORK MAGIC**  
SEND YOUR IDEAS TO THE SUGGESTION BOX

**IDEAS MAY MEAN MONEY TO YOU!**  
SEND THEM TO THE SUGGESTION BOX

**The Democratic Way**  
Let's Have Your Suggestions

These posters drew the highest number of votes from the judges for use by the Suggestion Box during the coming year. On the left is the winning design submitted by W. Carman Davis, while the other four are those receiving Honorable Mention. The second poster from the left is the work of Arthur J. Lichtenberg, the next is a second design entered by Mr. Davis, while the poster on the right was drawn by Miss Ruth Moran. A fifth poster, also receiving Honorable Mention, appears elsewhere. In the opinion of the judges there was a decided up-grading in the quality of the entries in this year's contest and there was little to choose between any of the designs submitted.



railroads and by  
41 by automobile,  
ca moved by rail-  
is is why we need



## PARKWAY & FREEWAY BILL GETS UNANIMOUS SENATE APPROVAL

Favorable Action by Assembly Forecast

Two of the biggest roadbuilding programs ever undertaken by New Jersey, the construction of Routes 4 and 100, received unanimous Senate approval, Monday, February 11, 1946. Favorable action by the Assembly Highway Committee is expected when the Legislature reconvenes on March 4.

Route 4, designated as a Parkway, will ultimately extend from the vicinity of the George Washington Bridge to Cape May. Route 100, also starting at the Bridge, will parallel Route 25 as far as North Brunswick Township, where it will connect with Route 26. Senator Pascoe, sponsor of the bill, said that Route 100 was a \$50,000,000 project to be carried out over a period of 5 years.

Commissioner Miller, sitting beside Senator Pascoe as he outlined the State Highway Department's plan to the press, said that the Highway Department is ready to begin construction this year and that department engineers "have in mind" the moving of 2,000,000 cubic yards of earth before this year ends.

Governor Edge has earmarked \$10,000,000 for each of these highways in his budget message, and the Legislature's approval is expected on the appropriation bill when it comes up next month. The Commissioner also said that he will advertise for bids as soon as the money is made available.

To illustrate the comparative costs of the project, Senator Pascoe said, estimates showed that Route 4 from the Essex Union County line to the Edison Bridge would average \$2,000,000 per mile and from the bridge to Cape May the average was \$300,000 per mile. The Parkway will be not less than 300 feet wide, Miller said, with landscaping on either side, and narrowing somewhat through heavily populated areas.

The Route 100 Freeway will be available to commercial vehicles as well as pleasure cars, and will involve the construction of bridges over the Hackensack and Passaic Rivers, parts of Newark Bay and the Elizabeth and Rahway Rivers. Probably Route 26 will be re-routed around the center of Trenton to eliminate a city bottleneck, and eventually the route will continue along the Delaware River from Trenton to Camden, said Pascoe.

The enormity of the traffic loads contemplated when these projects are completed was evident in the statement of Commissioner Miller who asserted that the Edison Bridge at Perth Amboy, completed as late as 1941, will be unable to accommodate the peak traffic volumes, and that a new high level bridge over the Raritan River will, in all probability, be needed.

## New Safety Manuals In Hands of Employees

Represent First Step in General Employee Safety Program

The new safety manual which was recently distributed to all employees throughout the State Highway Department represents the first step in an overall safety program which is being undertaken by the Safety Committee.

This committee which was appointed by Commissioner Miller in an effort to reduce accidents involving Highway personnel consists of: Charles I. Levine, chairman; W. Garman Davis, secretary; Edward E. Reed, Supervisor of State Aid Projects; Walter Johnson of the Testing Laboratory; Fred Most, William Dix and Alfred Taylor of the Maintenance Division; Halbert Phillips and William Van Breeman of Survey and Plans; Dorland J. Henderson of the Electrical Division.

Among the other accomplishments of the committee are the redesign of standard "men working" signs and large warning barricades. Both these apparatuses have been thoroughly field tested and are now ready for assembly in sufficient quantities to supply all maintenance crews and other field forces.

Larger size red flags, as called for in the manual, will also be distributed as soon as materials and necessary labor are available.

## Traffic Survey & Financial Data Available

(Continued from Page 1)

Loadmeter weighing stations were set up at locations selected as typical as to class of traffic from the 378 key stations and operated on the same schedule. At these stations, commercial vehicles were weighed, origin-destination interviews were held, and dimensions of trucks and tires determined. Approximately 30,000 commercial vehicles were classified in this manner.

This traffic survey started in February, 1940, and continued for a period of one year on a carefully pre-arranged schedule. A good picture of the average highway traffic of New Jersey for that year, which was unaffected by wartime conditions, was secured.

### Financial Survey

The Financial Survey covered four phases, the fiscal, motor vehicle, fiscal, road use, and road life studies.

The fiscal study assembled data as to the income, expenditures and deficits of the State, counties and all governmental subdivisions to secure a general knowledge of the whole tax burden. These data were secured for the year 1938, that year being selected as typical. Tables have been compiled which cover this information and will be supplemented by data secured for subsequent years relative to highway expenditures and income in order that this information may always be up to date.

The motor vehicle allocation study was based on an analysis of a 25% sample of applications for 1939 motor vehicle registrations. The distribution was by rural and urban areas; by locations within established population groups; type, manufacture and age of the motor vehicle registered; as well as the license fee paid, were among the information determined from this sampling and then expanded to include the entire population of motor vehicle owners for highway purposes.

### Road Use Survey

Data for the road use survey were obtained through questionnaires distributed through the high schools of the State. The questionnaires were made out by the students through interview with a motor vehicle owner in their family. In this manner some 100,000 interviews were obtained which were sorted down to approximately 20,000 for mechanical tabulation and analysis.

The data secured embraced type, make and age of vehicle, mileage driven during the preceding twelve months and the road system traveled during that time. To supplement these data, interviews were held with truck and bus fleet owners. These have been analyzed to ascertain the relative use of various highways in the State by residents of the several population groups. Through this comprehensive method, direct benefits derived by each group can be measured.

When used in conjunction with the allocation survey, it is possible to compare the proportionate benefits received with the contributions made by the several groups of highway users.

### Road Life Study

The road life study made use of the records of the Highway Department to show construction costs in all projects on the State Highway System each year from 1919 to 1942, as well as the type and nature of all construction and retirements of both bridges and roads.

From this information, the probable average service life and the average road-way costs of the several types constructed.

This wealth of information is now available to all divisions of the Department. Requested should be directed to Sigvald Johannesson, Chief of the Planning Bureau, at 148 West State Street, Trenton, or Vincent Herberich, Engineer in Charge of Planning Survey, Highway Office Building, Junction Routes 21, 25 and 29, Newark.

## Miller Honored by Road Association

Named Vice-President at Oklahoma City Convention

Upon his return from a honored trip to the American Association of Highway Officials Convention in Oklahoma City, Commissioner Miller received word that he had been elected to the position of vice-president of the first District, an area which includes New Jersey and neighboring states.

While speaking before the Convention, the Commissioner advocated immediate highway construction in areas where traffic congestion is causing great financial loss.

In discussing the problem of congestion, Commissioner Miller said, "The ultimate goal for which we are striving is the elimination of traffic congestion which today is paralyzing economic activity in certain sections."

"We realize that prudent expenditures of public moneys are most essential, but no investment in highway construction will be of general public benefit to the general public than modern facilities for increasing the volume of highway transportation."

"In the past, the State has made a careful analysis of the economic loss occasioned by accidents and congestion on a 21-mile section of Route 25, between Woodbridge and the Hudson River. This study reveals that the elimination of congestion will result in a saving of approximately \$5,000,000 a year."

## Receive Bids for Modernization of State Highway 25

Work Near Newark Will Include Construction of Five Overpasses

Bids were received on February 18th for the modernization of State Highway 25, (U. S. Route 1) from North Avenue, Elizabeth, to Port Street, Newark. This follows closely upon the announcement that the Federal Government had granted \$800,000 toward the prosecution of this work. The successful bidder was Charles F. Vachris, Inc., of Brooklyn, N. Y.

Plans call for the construction of two roadways for northbound traffic and two roadways for southbound traffic. This arrangement will provide separate roads for local and express travel in both directions, with the local roads flanking the express roads in each instance. The proposed construction will further provide a total of eight lanes rather than the four now used. All roads will be separated.

Other features of the construction over this 3.2 mile stretch of America's busiest highway will include:

1. Overpasses at Carnegie and Haynes Avenues, the scenes of many accidents during past years.
2. Separate overpasses for north and southbound cars at Route 25 Junction with Routes 21 and 29.
3. Extension of Route 21 across the Newark Junction intersection to take southbound cars headed for Elizabeth.
4. An overpass for Route 29, westbound, over Route 21, southbound, which will eliminate the present weaving and congestion caused at this intersection.

Near North Avenue, Elizabeth, grading will be done to provide an intersection with legislated Route S-100, which will run from this point to the east, at some later date, to connect with Route 100. Paving of this intersection is not included in this contract.

Because of the great traffic volumes using this route, provisions in the contract provide for maintaining four lanes at all times during construction. For the use of the motoring public, this was necessitated by the fact that no satisfactory detour is available.

## PLANNING SURVEY

JOHN CHRISTIANO

The Highway Planning Survey, now starting a study of past types on all local and regional State. Tabulation of information obtained from the Survey, made by both the Public Road Administration and the State Division of the Highway.

Parties have been assigned to road mileage study. The work will be completed about July 1st. Strack and Sid Laderman, New Jersey and Jerry Morris and John Christiano in South Jersey are working on this.

Dick Uth, late of the U. S. Navy who was in the market for a used car, has finally capitulated to his search. He is now the possessor of a 1937 vintage Buick.

This Department is now welcoming Jimmy Schuler and John Meyer, both of whom are considerable time overseas. Jimmy is in the E.T.O. and John is in the Pacific. Jimmy is attached to the Army Transportation Corps in a civilian capacity, with the same rank of Colonel, while John served as an M.P. in the Infantry.

With most of the temporary leave gone, the office is getting back to normal. However, one of the new arrivals, Mr. Meyer, is employed, as she was married on February 2nd. The announcement took us by surprise that we forgot to inquire who the lucky chap was. We all wish you lots of luck.

Maury Radus, Resident Engineer on some big road jobs in the Department, is this day leaving the finer points of typewriting. Mr. Radus uses the "hunt and find" system, and says he can do eleven words a minute. And by the way, Maury is a proud papa these days as his son, Clifford R., was discharged from the Army after three years and four months in the Signal Corps, serving as Radio Broadcasting Engineer for S. H. A. E. F. in Paris, and later Sound Engineer at the Nuremberg Trials. He also was in the Battle of Normandy before going to Paris.

Hervey Doane anxiously awaits the weather each day, as it has bearing on his landscaping and gardening interests, subjects on which he is quite an authority.

We welcome to our ranks Albert Charette, recently discharged from the A.A.F. Ask him to tell you some of his trips made flying the "Hump" from India to China.

Joe Natalie is kept busy these days compiling information for the local Origin and Destination Survey. Joe spends many of the evenings bowling, and we are told he has a mean hook on the ball.

Lillian Russo is all smiles these days. The answer—a late model Pontiac.

Eather Petti has joined the Department. The answer—she doesn't locate a shelter soon, she'll have to try the benches in the park.

Sid Laderman's mother is home from the hospital after an eye operation. We are glad to hear that the operation was a success and that she is on the road to recovery.

Bowling League Standings

The following are the standings in the Highway Bowling League as of February 15th:

Team	W
Equipment	16
Electrical	16
Guards	16
Painters	13
Fernwood Office	13
Administration	12
Machine Shop	12
Inspection	9



VOLUME 4 — NO. 8

## 15th ANNUAL DINNER OF BRIDGE CLUB DRAWS RECORD ATTENDANCE

Commissioner Miller and State Highway Engineer Noble Among Prominent Speakers

A casual visitor to Newark's Hotel Robert Treat might mistake the gathering on the evening of February 20th for a full fledged convention rather than the 15th annual dinner of the Bridge Club, so large was the attendance at the affair.

Each year this organization has made it a point to set its place in affairs of this nature, and to say that the most recent was a success is putting it mildly.

Highly president Sven Hedin presented the State Highway Engineer, Commissioner Miller and State Highway Engineer Noble to the gathering. The dinner was made up of Highway employees from all divisions as well as contractors and material men, successfully undertaking the great building program ahead.

It felt that the new parkway and material program offered the most opportunity for searching for new and better methods of doing things.

Emphasizes Bridges

Mr. Goodkind, Bridge Engineer and a past master at the art of understatement, was assigned the honor of presenting Commissioner Miller to the gathering. Mr. Miller spoke with enthusiasm of the tremendous job to be done in the next five years. He called particular attention to the new arterial routes which must be provided to relieve the ever increasing traffic congestion of many urban areas, as well as the work of bringing New Jersey back to its position of leadership through the construction of parkways and freeways.

In keeping with the occasion, the Commissioner stated that the Bridge Division has an unparalleled opportunity to distinguish itself in the design and construction of bridges that "are not only efficient but which will even more."

(Continued on Page 3)

## Road Conference Discusses Plans For Coming Year

Attendance Limited to Key Officials; A. Lee Grover Re-elected Secretary

This year's conference of Association of Highway Officials of the North Atlantic States in contrast to the large conventions of previous years was strictly a directors' conference. It remained in session from February 28 until March 1 and was quartered in the Hotel Pennsylvania, New York City.

Among the more important matters discussed at the various sessions were: 1. The post-war highway construction plans of the member states for 1946; 2. The national standards for truck weights; 3. Financing.

Commissioner Miller and State Highway Engineer Noble spoke before the convention and Messrs. Eugene V. Connett, Edward W. Kilpatrick, Harold W. Giffin, Alex. W. Muir, Morris Goodkind and Edward E. Reed took part in roundtable discussions.

The unusual honor of being Secretary of the Association of Highway Officials of the North Atlantic States for the twenty-second consecutive year was conferred upon Mr. A. Lee Grover at this conference. In fact, this organization has known no other secretary since its inception. As usual, arrangements for this conference, as in the years past, were handled by Mr. Grover, and ably assisted by Kenneth Rice.

# THE HIGHWAY

TRENTON, NEW JERSEY

MARCH, 1946

## Highway Safety Conference

The President of the United States, in response to a growing public concern about fatalities on our highways, has called a National Highway Safety Conference in Washington on May 8, 9 and 10. To this Conference members of Congress, State and Municipal officials, together with the representatives of local and national organizations now actively engaged in this work, have been invited.

When this Conference assembles in the Departmental Auditorium on Constitution Avenue on May 8 to formulate a plan to reduce the high toll of life on our highways, it will represent a mobilization of the public and private agencies most particularly concerned with this matter of reducing traffic fatalities. The New Jersey State Highway Department will be represented at that Conference and will participate in the deliberations.

New Jersey has a definite contribution to make on the subject of Highway Safety as a result of improvements in highway design on some of our main highways. A recent study of the "Before and After" accident experience on the state highways of New Jersey, which have been dualized, for example, reveals very conclusively the effect of this practice of "Highway Modernization" upon the accident fatality rate. The study covers ten years from 1935 to 1944 showing before and after accident experience for the dualization of all 3-lane and 4-lane undivided roads. These roads are all heavily travelled with 1941 average day volumes varying from 13,000 to 41,000 cars per day. They include 6.25 miles of Route No. 4 from River Edge to Fort Lee, 16.79 miles of Route 25 (U. S. No. 1) from New Brunswick to Linden, 4.92 miles of Route No. 26 (U. S. No. 1) in Lawrence Township, and 19.67 miles of Route No. 29 (U. S. No. 22) from Bound Brook to Hillside. The total mileage is 47.63 miles. These roads were dualized in 1938, 1939 and 1940.

The study demonstrates conclusively that the fatality rate can be reduced by improved highway design. Dualization has been responsible for the reduction of 42% of the fatality rate; grade separations 37% and the remaining 21% can only be reduced by an increase in education and enforcement. As we embark upon our post-war program, the factor of highway safety will become an increasingly important one and should be a part of all of our planning for the future.

When, however, all of the improvements have been made on design and construction, there still remains the human factor. The carelessness, indifference or irresponsibility of the driver, and at times the mechanical defects of the vehicle cause accidents. To overcome these human or mechanical defects is not the responsibility of the highway builder. But what this Conference will undoubtedly emphasize is that if we are to end this appalling and mounting number of fatalities on our highways that we must have the continuing cooperation of all of us to win this battle for safety on our highways. The highway designers and builders are pledged to do their part.

Spencer Miller, Jr.  
State Highway Commissioner

## NEW HIGHWAY MAPS WILL BE READY ABOUT MAY 1st

WILL INCLUDE MANY FEATURES

The first State Highway road map to make its appearance since 1941 is now ready for printing and advanced copies should be available for distribution on or before May 1.

The new map will have a 4-color face on which will appear all State Highways as well as principal county and municipal roads, and unimproved connecting roads. Besides this, this map will once again show the operating railroads in the State, a practice which was discontinued for several years. The locations of State forests and parks, historic sites, airports and State Police Stations are other features which will make this an outstanding map.

On the back will appear an index of over 1,500 principal cities, towns, boroughs, villages and places in New Jersey, as well as a complete listing of all State Parks, State Forests and historic sites. A mileage table shows distances between the centers of principal cities and towns throughout the State.

Of particular interest will be the new large scale map of the New Jersey metropolitan area. In addition to this, there are detailed maps of the cities of Trenton and Camden which show all main traffic arteries.

## Appear in Person When Requesting Numerical Rating

Written Inquiries Will Not Be Recognized Under Civil Service Rule

In the last issue of THE HIGHWAY there appeared an article dealing with the use of adjective ratings and their relation to numerical efficiency ratings. In the article it was stated that individual rating marks "could be obtained from the Civil Service Commission upon application."

As a result of this, several employees have written to that Commission requesting their numerical marks. These written requests have in turn been referred to the Highway Department for reply.

Since this procedure is not in conformity with Civil Service Rule 57 which applies in such cases is quoted: "... any employee, upon application to the Chief Examiner and Secretary at any time during working hours may inspect his own service ratings and those of other employees in the same class..."

Therefore, if you are interested in obtaining your numerical marks, application should be made in person and not through the mails.

## Plans Go Forward For New Capitol

State House Annex May Also "Spread Its Wings"

The proposed State office building program and the announcement that the original plans, and increased labor and material costs would, in all probability, result in an expenditure of about \$12,000,000, instead of the original estimate of \$10,000,000.

The first, and which it is proposed to construct, would be on the site of the former Roebeling mansion and adjoining properties, and would consist of an 11-story structure on the front, and, taking advantage of the slope of the land at the back of the building facing Stacy Park, would have 15 stories at the rear. Four wings would radiate from a central section containing the elevators and other service facilities.

Plans for a second new building between the State House and Willow Street, as discussed in the early stages, have been dropped. As a result, the substitute plan brings about an opportunity for the State House Annex to spread out and expand. First, the State House would be razed. An additional four wings would then be added to the Annex, two of which would be added to the State House from the upper and lower sides of the building over the site of the razed Capitol.

The gold dome of the Capitol, landmark since the construction of the State House prior to the Civil War, would be shifted during the razing process toward Willow Street. Around it a new Capitol would be built to house the Executive and Legislative branches of the State government.

The status of the School of Industrial Arts building, at the corner of Willow and State Streets, has not been definitely settled at this state of the project, but all intervening buildings will be eliminated, with only the Old Baracks, of Revolutionary fame, remaining undisturbed.

Governor Edge, in promoting the sweeping reconstruction, had

(Continued on Page 2)



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the interests of its Employees

W. CARMAN DAVIS, Editor

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## RED CROSS DRIVE

Perhaps you have already made your annual contribution to the Red Cross, and in so doing have given to the most of your ability. This would be in the true tradition of public employees. If such is the case, then this is not for you. But if you are one of the few who makes merely a token contribution each year, or who conjures up reasons for not putting your financial shoulder to the wheel, then it might be well to consider the following facts.

In countless Pacific islands, at a thousand dreary European outposts, in almost every country of the world, the American Red Cross will put your dollars to work for humanity. Should the 1946 campaign goal be unmet, someone is bound to feel it. Perhaps it will be a waiting Philippine infant, or a hollow-cheeked Belgian child—or maybe it will be one of our own boys walking guard on some lonely Japanese road. It may be an erstwhile husky Marine, now fighting valiantly to regain his health in a West Coast Naval hospital, or a soldier learning to walk on new legs right here in Atlantic City. These are but a few of the people your dollars will aid.

Maybe when you look back on that contribution of yours in the weeks ahead it will seem awfully trivial in the face of the job to be done. Maybe you have a little bigger stake in this campaign than you ever thought before. If so, contact your own particular collector and give him what you think a cause as worthy as this one deserves. You'll feel a whole lot better about the whole thing.

## MUCH NEEDED CONSTRUCTION

State employees will note with more than passing interest, plans now underway to provide modern office facilities for the many departments, bureaus and agencies which today comprise the governmental structures of the great State of New Jersey. They, more than anyone else, must surely realize that the day has long since passed when scattered units of an organization can operate with efficiency. Overcrowded and remote offices afford poor conditions under which to carry on the business of the State.

The State Highway Department might well be cited as a typical example of how once adequate office facilities have been reduced by gradual encroachments of other State departments. In 1929 this important agency occupied three floors of the then new State House Annex. Today, with an increased personnel, necessitated by enlarged building programs, this department is largely confined to two floors, with an overflow housed in converted residences, or "doubled up" under unsufferably crowded conditions.

The lot of those who work in the semi-twilight of the pre-Civil War State House is even worse. There amid the 'grandeur' of heavy oak paneling and ancient recessed windows they endeavor to overcome the atmosphere of another age while they perform the functions of modern government. It would be difficult, indeed, to imagine any who will mourn the passing of the sick Old Lady, who has outlived her usefulness, for from the tip of her gold dome to the depths of her musty catacombs she is antiquated and creaking. It is most appropriate that a suitable successor should rise from her original site and gather the brood of scattered offices back with the confines of a modern edifice. Governor Edge and those who have worked with him to this end are to be congratulated.

## NEW CAPITOL

(Continued from Page 1)  
asked for \$6,000,000 in his budget message. An increase to \$7,000,000 has been requested by Keene Schley, building commission chairman, to provide for a power and heating plant to serve the entire Memorial Building as well.

Your  
**RED  
CROSS**  
must carry on!

## THE HIGHWAY

### CONSTRUCTION COMMENTS

Fred C. Claus

#### TRENTON

Mr. Redwell vacationing in Florida. Mr. Giffin attending the Association of Highway Officials' North Atlantic States Conference at Pennsylvania Hotel, N.Y.C. Mary Mangione (nee Filipponi) returning from her two weeks honeymoon with that certain look in her eyes. Seen in attendance at Mary's wedding reception were Mr. and Mrs. Fred Claus, Mr. and Mrs. Alex Cohen, Lorraine Finkle and the future Mr. Edith Toth, and Ann Specier and hubby. Jim Malley becoming a proud papa for the fourth time. Harry Fowler also vacationing in the State famous for its Italian race track and rose colored flamingo.

E. J. Davidson of Harry Robbins' office, a grandfather for the second time on March 6th, when his daughter, Mrs. Janet Hyatt, gave birth to a 7-lb. girl.

#### NEWARK

Howard Ripby, formerly Assistant District Engineer, Survey Plans, in charge of Montclair Office, is now back with the Newark Office, giving a hand to the more intriguing design problems.

Otto Fritzsche, formerly acting Traffic Engineer in Mr. Bell's absence, still has office space in the Newark Office, Survey and Plans.

William Haurberg has again gone South to spend a month in Florida—some people save their money, while others enjoy it.

Charles Stenson is back in civies again with the survey party! How do you find the work, "boring"?

Bill Bloss and Henry Meyer, recently discharged from the Army, never realized that houses were so scarce.

William Kaufman, another recent discharge, is again surveying for the Newark Office.

Jim J. Parker, Lieutenant, J. G., with the Sea Bees unit, is now working with the New Office, Survey and Plans, office work.

#### WOOLLYNNE

Bill Hurley, formerly in the E.T.O. with the Army, is now working with the New Office, Survey and Plans, office work.

Fred J. Speth, formerly in the E.T.O. with the Army, is now working with the New Office, Survey and Plans, office work.

Another veteran has returned to the Woollynne office—Sgt. Major James R. Flynn is back to work after serving in the E.T.O. and boasts a record of about 5 years in the S. Army.

Jim was always a close second.

### BRIDGE BRIEFS

A. J. LICHTENBERG

R. E. Armstrong, Bridge Construction Inspector, proud of his son, Corporal Raymond E. Armstrong, who served with Patton's Army in France, Germany and received the Presidential Citation for the single-handed capture of seven German soldiers.

"Army" Sr. has an enviable record of 18 months overseas with the Military Welfare Service of the American National Red Cross, where in with the April 1 assault wave at Okinawa and ran a canteen on the battle front, incidentally supervising the distribution of 130 tons of supplies.

We welcome George Digby as a new man in our office. George, a former Lieutenant in the U. S. Navy, served on a sub-chaser in the Atlantic and Pacific. He likes plenty of action and I believe he has come to the right place. There is not much slack time in the Woollynne office.

We are glad to see John Gercke back to work after illness confined him to his home for a week. John's part in the nighttime arguments sort of lends dignity to the discussions.

We welcome two new men to the Woollynne office. They are Joseph Philipot, a Junior Highway Engineer of Troughfare, an ex-Lieut. of the U. S. Army, and Edward L. Morrissey, an Engineering Aid from Clementon, an ex-Sgt. of the U. S. Army.

Walt Reeves and Sam Johnson, Hunter heading for Philadelphia, have returned to work after spending several weeks in Florida.

Work piled up on Earl Hagy's table due to several weeks' illness at home, but he is back and wading right through it again.

MONTECLAIR  
David Pettigrew

We wish to welcome back to the fold Capt. Archie VanBlarcom. Van has been in the field and service for the past three years and nine months, being connected with the U. S. Army Engineers on the construction of Camp Kilmer, Belgium Port of Embarkation and other engineering projects.

Signs of Spring at Montclair: The general house-cleaning project is now history and the office is spic-and-span. The boys showed better look to the laurels. The poet laureate has been sprouting hair on his upper lip. It is rumored that Clark Gable had better look to his laurels. The Squires of Pompton Plains have their seed catalogues out and the fertilizer is now being spread.

While on the subject, we are all wondering how chicken feathers get in gas tanks. Our own Ray Callahan is looking for a farm to raise his own beans and onions. The two experts Tom and Pete are looking over some cattle with the prospects in view of going in the milk business when they retire. We are wondering if signs of Spring brought Herbie's new bonnet, or is it because he has graduated to riding in a softer seated car.

Seen at the Bridge Division Annual in Newark: Field men J. Krieger, J. Koffler, H. R. Gabriel, Albert Lee, Patrick McCullough, C. Spencer, J. Whitehead, Bob Hutchinson, Gus Ehlers, T. Amabile, Ken Yates, J. J. Sheehan, Sam Rankin and Chester Appleton.

This month marks the second anniversary of the retirement of Clinton S. Bissell and Alvah Hall and the dinner given to mark the occasion. March is also "Ski" month, month and so to his greetings from all of us. We cherish many fond memories of "Skipper" and "Alvah."

With the opening of new South Jersey Construction Division offices at Camden, Ethel Weiss, also a native of Camden, received the assignment of secretary to Mr. J. Williams. Ethel was formerly with Mr. Robbins of the central office.

"Diary of the B.G." in last month's column. It seems the abbreviation was not clear. To many of our readers—particularly the males who, understandably enough, do not follow fashion magazines. Of the tentative definitions, "beautiful girls" were two gems of mistaken identity. "B.G." we are sorry to say, is nothing more than abbreviated form of such a prosaic thing as "business girl."

Bye now...

Automobile thieves stripped the car of Jim Flavin shortly after he moved into his newly purchased home, possession of which took 9 months to acquire. Jim is now wondering if his old tenant pulled his initiation into the neighborhood.

The spring weather that we have been enjoying has acted as a tonic for the boys of the Projects Division who have been busy engaged taking inventory of the various parts in the Fernwood Stockroom. The gang includes Pete Tuozello, Al Young, Jack Sullivan, Walter Hall, Clarence Sullivan, Walt Ther, Ben Reiser, Charles McDewitt, Percy Boughton and Al Lee. Now that the inventory is nearing completion and the robbers are making their appearance, the boys are longing for the good outdoors once again.

Following the speakers, the evening was turned over to a splendid program of entertainment which included acts of many types. The program was arranged by a committee headed by Wilber H. Spencer, assisted by John Patrick, Jack Koffler, Paul Gabrenas and Jack Simon. Not only did this group provide for the entertainment, but made arrangements for the steak dinner with which the evening got under way.

A remembrance of the occasion, everyone present received a souvenir program. This little

booklet was gotten together by J. Lichtenberg, J. F. Evans and W. H. Spencer, and featured photographic silhouettes of the members of the Bridge Division, as well as a list of all officers, committees, and the menu.

In addition to Mr. Hedin, the officers of the club include: P. J. McCullough, 1st vice pres.; G. A. Heffernan, 2nd vice pres.; G. A. Evans, Jr., secretary; R. E. Simon, treasurer; Paul Gabrenas, asst. treasurer.

THE SUGGESTION BOX  
chase and stores, testing, lighting, markers, public relations? They are all amenable to improvement. Basically, anything we can do can be improved.

CAN YOU SAVE LIVES? Can you lessen accidents in the shop or fields? Can you operate any part of your vast equipment more economically? Can you eliminate a "bottleneck"? Can you do it better, quicker, at less cost? Can you simplify it or standardize it? "THERE IS ALWAYS A BETTER WAY," is a slogan well worth keeping forever in mind. Many accepted suggestions are in effect in the Highway Department, and offer testimony to your progressive thinking, and the fact that THERE IS ALWAYS A BETTER WAY. Send in another.

"I HAVE THOUGHT OF A BETTER WAY" is the magic phrase that introduces many a new idea. Let me give you a few hints on how to locate these ideas.

MANY PEOPLE ASSUME that only new organizations offer a fertile field for new ideas. This is entirely erroneous. In some organizations the suggestion plan has been in effect more than forty years. The sources of suggestions know no boundaries.

IDEAS ARE AVAILABLE right alongside of you—at your desk, your table, your bench, your machine, your equipment. You know better than anyone else the conditions under which you work and the factors involved in your job.

CAN YOU IMPROVE any phase of your present design or construction procedure? Have you thought about the hundreds of problems wrapped up in the words, parkways, landscaping, maintenance, snow removal, equipment, pur-

### THE LADIES... Bless Them

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### EQUIPMENT ITEMS

JAMES O'ROURKE

Good news was received by Pat Rimo on Sunday, Feb. 17th in the way of a telegram from his son, Sergeant John Rimo, saying that he landed in Frisco on his way home. He has since received his discharge and is now at home. He was a member of the crew of the famous plane "Jersey Bounce" that dropped food and supplies to American fliers liberated from Japanese camps in North China.

Joe Carr received his honorable discharge from the Army on Feb. 14th and after a short vacation expects to return to his duties once again as an Equipment Operator. Joe is the last of the Equipment Division employees to return from military service.

Tim Brennan taking exception to the remark in the last issue of THE HIGHWAY that he was being invaded by the boys that some were mistaken. In one of the recent league bowling matches, Tim turned in a score of 258 for one game in "Them-That" in Clarksfield, West Virginia. Tim came back a week later with a 3-game total of 631, the league high for the year.

Happy Birthday was sung to Jack Whitlock who reached the half birthday mark on Feb. 19th. To celebrate the occasion, a group of Equipment Operators furnished the birthday cake and trimmings. Unlike the ladies, Jack admits his years, twenty-six of which have been spent in Highway service.

On the sick list—Thomas McShane, James O'Keefe, Herman Scheller and Gus Ely. Doing well after their operations are Hank Johnson, now recuperating, and Charles Simonson, who has returned to duty.

Frank Walling, Bridge Operator on the Chesapeake Creek Bridge, has his early vacation request in again so that he can get in that spring shad fishing. Frank is still one of the top shad men even though he has reached the prime age of 82.

John Kilpatrick, our tax expert, had nearly as much trouble with his income tax return as Frank Wood did. "Woodie" is keeping track of his aspirin account. Yes, it's a legitimate deduction, in 1947.

Major Hays is back again with more of those "Silver cartwheels" from the West.

Al Wright still worries about Mrs. Al, Junior. The wee morning hours when she arrived from England, Al was up all night. Talked himself too hoarse to come to work the next morning. Now he is planning radio bookings for her.

We hope Mike Scarpone's mother, who is pretty low, takes a turn for the better.

The entire Electrical Division extends its condolences to Oliver Schaffer upon the loss of his mother, and to William Such upon the loss of his wife.

In our "Do Something for Our Community" corner—Joe Hunt doing a swell job as chairman of the Zoning Commission in Bordentown Township. The neighbors and taxpayers from George Goldy's section of Hamilton Township speak highly of the way he handled their petition for additional municipal services.

That new smile on Bridge Mechanic Frank Roy's countenance is not due to a raise—just those new store teeth.

Russ Henry reports that Atty. Gen. George Siedeluk on the Hudson and Manhattan Bridge is an expert graffer—(of trees), with good results.

The nylon situation is a daily subject in the Trenton office. In view of the recent activity of recent weeks, Dorothy Hudak has been designated as the Keeper of the Mousetraps at 148 West State Street.

Joe McGrath was all puffed up with pride recently as he displayed a number of blue ribbons which were won by his daughter's Papillons at the recent dog show held at Madison Square Garden. Joe and his daughter Jean, are real lovers of these butterfly dogs, which are members of one of the few French breeds and they can be justly proud of the Saint Jean Kennel.

## THE HIGHWAY

Sylvia Lefkowitz

Sylvia Lefkowitz, daughter of Mr. and Mrs. Herman Lefkowitz of Trenton, died on February 10th in the Temple University Hospital in Philadelphia following a prolonged illness.

Sylvia came with the State Highway Department in July, 1929, as a clerk-stenographer. She was shortly after the Department moved into its present offices. During the intervening years it was her happy faculty to inspire a warm friendship with all with whom she came in contact.

Her passing will leave a void in the Real Estate division where she spent her entire sixteen years' employment and also be long regretted by her host of friends throughout the Department. THE HIGHWAY extends deep sympathy to those who survive her.

With the return to duty of Landscape Foreman Jack Lloyd, the only member of the Maintenance Division's supervisory forces not yet back on the job.

Ernest Ireland, of Lambertville, Erie, too, is out of the service on terminal leave and at last deserved rest in Florida. He is expected to resume work on his return from the south.

We are glad to be able to report that Fred Woodruff, Assistant Superintendent of Maintenance, who was stricken ill with pneumonia, Lincoln's Birthday, February 12th, has made a good recovery and is now up and around at home. We know that "Woody" has been participating in the preparation of these estimates for the first time, we'll bet, in more years than in wishing him well. Here's hoping that he will be back at his desk soon.

Our sincere sympathy is extended to Winfield Myers, of Camden, employed in Landscaping, whose wife, John Grant's forces, whose wife passed away Friday, February 8th.

Supervisor Bill Hunt has returned to work following a Florida vacation spent in the vicinity of Clearwater and Orlando.

Congratulations are in order for Foreman Larry Zazzo. A 6½ pound baby boy, christened Larry Jr., arrived at the St. Francis Hospital, Trenton, on February 11th. Both baby and mother are doing nicely, and Larry reports that he believes the youngster will bat from the port side of home plate.

Alvin Koenig, of Foreman L. C. Ely's maintenance crew operating

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### MAINTENANCE NOTES

GENE BECKNER

Several more veterans returned to the hourly payroll of this Division during the past month. Among those who have returned to work or who have indicated their intention of returning are: Harold Walters, of Belmar; Anthony Buono, of Long Branch; Warren Miller, of West Englewood; Wesley Miner, of Morris Plains; and Warren Etiohead, Albert Yates and Anthony Pasquale, all of Trenton. A casual check reveals that about thirty-four more men, formerly on our hourly payroll, still remain in the service.

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Ernest Ireland, of Lambertville, Erie, too, is out of the service on terminal leave and at last deserved rest in Florida. He is expected to resume work on his return from the south.

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Congratulations are in order for Foreman Larry Zazzo. A 6½ pound baby boy, christened Larry Jr., arrived at the St. Francis Hospital, Trenton, on February 11th. Both baby and mother are doing nicely, and Larry reports that he believes the youngster will bat from the port side of home plate.

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out of Netcong, has returned to work following an illness which had sidelined him since the first of the year.

It was with regret that we learned of the death of Barney Higgins brother early in February and also of Jules Trosbach's father later that same month. To each of them we extend our sincere sympathy.

Another Florida vacationer is Foreman Earl Buckalew, of Hamilton Square. Assistant Foreman Elwell Clugston, who returned from military service last November, has been pinch-hitting for "Buck" during his absence.

A sure sign that good weather is just around the corner has been evidenced lately by the appearance in the Trenton Office of not just one, but two of our old friends,



## Ten Year Club Names Mountainside Equipment Leads As Location of Spring Dinner

### Plan "Sports Night" As Variety Entertainment

Resuming its pre-war practice of alternating the Spring meeting between North and South Jersey, the Ten Year Club has scheduled the 1946 affair for Tuesday, April 23rd, at the Mountainside Inn, along Route 29 in Mountainside, Somerset County.

The Entertainment Committee, headed by Flavin Ireton of the Real Estate Division, announces that arrangements have been completed for serving a full course broiled chicken dinner.

In addition to this attractive feature, plans call for taking full advantage of the facilities afforded by this location by arranging a "Sports Night" which will include bowling throughout the evening for which prizes will be given. In case you are not a good bowler, you will be glad to know that prizes will be awarded for both the high and low games rolled.

In addition to the bowling prizes for these types of scores, there will be several "blind prizes" awarded to those who roll a game nearest to certain scores which the committee has previously decided upon.

The sports feature of the evening does not stop at this point, however, for plans include an interesting talk on sports by Fulton Arnold, sportscaster for radio station WTTM of Trenton, an affiliate of the National Broadcasting Company. Mr. Arnold's long experience in a variety of sports qualifies him as an expert whose remarks will prove both interesting and highly entertaining.

Following Mr. Arnold's part of the program, there will be a motion picture showing of the 1945 World's Series between the Chicago Cubs and Detroit Tigers. This outstanding film was obtained through the courtesy of the Philadelphia American League Baseball Club, managed by the famous Connie Mack.

For those who would rather not drive to Mountainside on the evening of April 23rd, bus accommodations will be provided. Present arrangements call for the bus to leave the State House Annex at about 4:30 p. m. should you desire to travel in this manner, it is necessary that you notify Harold Jensen. He can be reached at Trenton, 2-2131, Extension 229.

Tickets for this dinner are being distributed under the direction of Clyde W. Case, and are now available from your regular contact men through the following members of the Entertainment Committee: Flavin A. Ireton, chairman; Harold Jensen, Administration; Kenneth B. Craft, Maintenance; James J. Malloy, Survey and Plans; Arthur Hancock, Construction; John Patrick, Bridge; Clarence Seales, Equipment; Michael Lesnak, Equipment; Kirk Schanck, Title Bureau; Edward Baumann, Laboratory; Russell Henry, Maintenance; and William Carnival, Projects.

Since this is the first time the Ten Year Club has traveled north in several years, it is expected that a good turnout will be on hand, especially from the North Jersey members, who in a sense will be the hosts of the evening.

Those who recall previous affairs which have been held in the Mountainside Inn will recall that it offers splendid facilities for having a swell time. With the cooperation of outstanding officers, headed by Gene Becker of the Maintenance Division, and an enthusiastic entertainment committee, this year's affair should set a new high for Spring dinners.

Remember the date, Tuesday Evening, April 23rd!

### ARE YOU PLANNING A GARDEN THIS YEAR?

There Are Still Some Choice Plots at Fernwood.

CALL BOB GREEN

Trenton 2-2131 Ext. 598

## THE HIGHWAY

## Dogwoods Bloom At Flower Show

### Electrical Division and Season Advanced at State Hospital Green House

With the second-half of the Highway Bowling League approaching its final stages, the Equipment Division Team holds a three game advantage over the Electrical Division (Club, its nearest competitor). The standing, including games played as of Friday, March 8th, follows:

Equipment	Won	Lost
Equipment	23	13
Electrical	20	16
Fernwood Guards	19	17
Maintenance Painters	19	17
Administration	18	18
Machine Shop	17	19
Fernwood Office	16	20
Inspection	12	24

The bowlers with the highest ten averages are:

1. Tim Brennan (Equip.)	170
2. Pete Tuozolo (Admin.)	169
3. Chris Kueker (M.S.)	169
4. Mark Stevens (Equip.)	167
5. J. Washburn (Guards)	162
6. Ed. McCabe (Equip.)	161
7. John Radice (Elec.)	161
8. Dick Sullivan (Guards)	160
9. Frank Mater (Admin.)	158
10. Frank Dunn (Admin.)	157
11. O. Brachel (Equip.)	157

Tim Brennan and the Equipment Division hold practically all individual and team honors to date. In addition to boasting of the highest average, Tim holds the record for the highest single game, 258; the highest total for three games, 630; and the Equipment Team has the records of 937 and 2652 for the highest team single game and three games respectively.

Only two more nights of bowling remain preliminary to the play-offs, which at this writing appear to be between the Electrical Division, winners of the first-half, and the Equipment Team, probable winners of the second half.

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### THE SMILE THAT FOLLOWS A GOOD MEAL



Smiles were the order of the evening when the above group faced the camera at the recent Bridge Division Club's Annual Dinner in Newark. Reading from the left they are: Morris Goodkind, Bridge Engineer, and one of the founders of the organization; Commander Charles M. Noble, State Highway Engineer, who was attending his first of these gala affairs; Wilber H. Spencer, the chairman of the committee in charge of arrangements; Jack Koffler, a former club president and the man in charge of ticket sales; Commissioner Spencer Miller, Jr., who made the principal address of the evening; and Sven I. Hedin, this year's president of the Bridge Division Club.

## Administration Division

Arthur Egan

Bill Ward is again ill. After much consultation with doctors, he has finally decided to completely resign from the Highway Department. He is good to know that the illness has been located and that he is as well as ever. During his illness, Bill was one of the men with his blood hitting the Bank no less than eleven.

After several attempts at cure, Bill has finally decided to resign from the Highway Department. He is good to know that the illness has been located and that he is as well as ever. During his illness, Bill was one of the men with his blood hitting the Bank no less than eleven.

Two of the latest Administration boys to be separated from the Army are Sgt. Kermit Bonner and Staff Sgt. Frank Suchocki. Both served in the European Theater. Suchocki was with the full American Expeditionary Force in France. Bonner was with the 1st Infantry Division. Both are now in the Highway Department.

An early morning hit and run driver damaged Mr. Cunningham's car while it was parked in front of her home. Her car was severely damaged by the collision. No trace of the driver was found. Luckily for Mary her two boys were not in the car. The car was mechanically minded and was able to secure parts necessary to put the car in operating condition again.

Ruth Barbour, of Bill Wildblood's staff, is receiving word from her recent marriage to Captain Kenneth Hill. We are the best of luck from the Administration Division.

Bill Wildblood became a grandfather for the first time when his daughter Mary gave birth to an 8 1/2 lb. boy. The other grandfathers in this instance was Clifford Whiteley, who for many years was with our Projects Division. Congratulations, all around.

Something new has been added to meet the increased demand for model-making in connection with the accelerated Parkway and Freeway Program. Theodore Spawen, Jr., has joined the forces of the Highway Department and will devote his entire energies to producing scale models of various knotty problems. During the war, Ted performed this same service for the Navy, although a member of the U. S. Army. We extend a hearty welcome.

Chatter: Mr. and Mrs. Edward McElroy announce the engagement of their daughter, Margaret, whose marriage will take place in the near future. Josephine Ciolek looking well again after being under the doctor's care for some time. John Egan attending the Fred Allen Broadcast to hear his favorite Senator Claghorn. Frank Lacomchick, tiring of searching for a house to rent, purchased one in Trenton. Frank is hoping that he will be lucky enough to get the tenants out so that he can move in within the next few months. Mr. and Mrs. Paul Crammer say bye bye to Bob, who has returned to Camp Hood, Texas, where he is doing firing range plotting.



# THE HIGHWAY

VOLUME 4 — NO. 9

TRENTON, NEW JERSEY

APRIL, 1946

## HIGHWAY ENGINEERING COURSES GET UNDER WAY AT RUTGERS

### OPPORTUNITY AFFORDED VETERANS TO LEARN ELEMENTS OF HIGHWAY ENGINEERING

#### Jobs Await Those Who Complete Courses

A highly specialized and accelerated training program for the development of Engineering Aides and Junior Highway Engineers got under way at Rutgers University on April 15, when 28 ex-servicemen entered classrooms to learn the basic principles of highway engineering.

The aim of this program, which is being sponsored by the State Highway Department in collaboration with the United States Veterans Administration and the Civil Service Commission, is to produce men who are capable of filling positions in the expanded highway program of the years ahead.

A choice of courses is being offered to qualified veterans. The first course will be of 4 months duration and is designed to train men for the title of Engineering Aide. The salary range for this position is \$1200-\$1800, although the Commission has been granted by the Carpenter to advance the starting salary to \$1560 in view of present conditions.

The course for Junior Highway Engineers is scheduled to last for six months and will in effect be an extension of the first course. The curriculum at all for the first part of this course. The salary range for these Junior Highway Engineers has been set at \$1800-\$2400 with efforts now being made to advance the starting salary to a higher figure.

Permanent appointment in either category will be contingent upon the successful passing of a Civil Service examination, although each applicant accepted for either course is given a physical examination and his appointment to the Highway Department approved before starting classes. He receives no salary from the Department, however, until he takes up the duties of his position. In the meantime he will be paid during his schooling by the Veterans Administration under the G. I. Bill of Rights.

In order to extend every benefit to veterans desirous of entering on careers of highway engineering, the normal requirements for these positions have been waived. Ordinarily a requirement for eligibility for examination to the position of Engineering Aide would be two years of college or one year's experience in similar work. This has been reduced to high school graduation, provided the applicant has taken an academic course and the normal mathematics.

The former requirements for examination to the position of Junior Highway Engineer were a four-year college course or equivalent. This has been reduced to two years of college or equivalent.

The former requirements for examination to the position of Junior Highway Engineer were a four-year college course or equivalent. This has been reduced to two years of college or equivalent.

In both courses 25% of the time will be devoted to actual field work with State Highway survey parties, under the supervision of member of the Rutgers faculty. The details of these accelerated training courses were worked out by Special Engineer Julius J. Egan at the request of Mr. Eugene V. Connett, Executive Assistant to the Commissioner. They have received the full approval of the Civil Service Commission and the Engineering School at Rutgers. Mr. Newark is also reviewing all applicants. An outline of the subjects to be covered in the courses—Arithmetic, Algebra, Plane Geometry, Mensuration, Trigonometry, Logarithms, Use of Logarithmic Tables, and Trigonometry Tables. Subjects include: Geometric

## New Milestones in Highway Legislation

The 1946 Legislature, which has just concluded its 170th session, has established several new and important milestones in New Jersey highway history.

First and foremost is the passage of the Route 4 Parkway Bill which will be a vital link in the great North-South Parkway, extending from Clifton on Route 6 to Cape May, with one spur terminating at Trenton-on-the-Delaware. This bill, which was passed with a single dissenting vote in the Assembly, not only provides the foundation of our parkway system, but is in a real sense the backbone of a great system of arterial highways.

The second important milestone is the passage of the first Freeway Bill—Route 100. This bill provides for the relocation of Route 100 through Northern New Jersey and also provides for a crossing of Newark Bay between Bayonne and Elizabeth. This bill, which passed both houses unanimously, marks a vital new chapter in the history of the State.

The third bill of real importance is the provision for a Delaware River Crossing between New Castle and Deepwater in Salem County, which will provide when constructed a more direct access for the residents of South Jersey to Delaware, and should open up this whole area to economic development.

Another bill of outstanding value to the future of the highway system of the State is the enactment of the Legislative provision for a Legislative Committee to work out jointly with the State Highway Department a study plan for State Aid to Counties and Municipalities. This survey, which has been strongly endorsed by the Department, would help to integrate the county highway plans with the State's comprehensive program.

Important legislation has also been passed increasing the Grants-In-Aid to both Counties and Municipalities. The sum of \$1,000,000 is added in State Aid to Counties and the formula for distribution of this fund has been changed to a basis of population and road mileage. Secondly, additional funds are provided in the amount of \$1,050,000 for the construction of Township and Municipal roads without limit as to size. Legislation also increased the State Aid to Counties, formerly set at \$35,000, to \$55,000 to each county.

These several bills help to put into better balance the whole matter of State Aid and should be of material assistance in the overall program of highway development of the State.

Finally, the Appropriations Bill this year provides one of the largest grants of funds in the history of the State Highway Department. Line item appropriations are provided in the Bill for such important projects as the Route 4 North-South Parkway, Freeway Route 100, Route 25-A and Route S-3, both of which will relieve the overcrowded traffic conditions now prevailing in metropolitan New Jersey.

In general, the Legislature has responded admirably to the recommendations of the Governor and it has provided substantial funds with which to carry forward the highway program. The problem now facing the Highway Department and its engineers is to get the work under contract and commence a construction program which will be commensurate with the hopes and plans that have been worked out over the past years.

Spencer Miller, Jr.  
State Highway Commissioner

issued as qualification for examinations for the positions. All who enroll in either of these accelerated courses are being encouraged to commute to and from New Brunswick.

## Guido F. Forster Dies Suddenly Of Heart Attack

### Graduate of Annapolis Had Served in Two Wars

Guido F. Forster, of the Projects Division, died suddenly at his home at 23 Euclid Avenue, Summit, on April 14, of a heart attack. He was fifty.



GUIDO F. FORSTER

A veteran of two wars, Mr. Forster came to the State Highway Department in November, 1931, and at the time of his death was a State Aid Projects Engineer.

He was a graduate of Annapolis where he received his commission on March 30, 1917. As a midshipman he was assigned to the U. S. S. Idaho for the summer practice cruise in 1914 and was one of a group of midshipmen who was received in audience by the late Pope Pius X.

Mr. Forster left the Department in June 1941 to serve again in the Navy with the rank of commander and was graduated from the Naval War College before being assigned to the staff of Commander of Destroyer, Atlantic Fleet. In June 1945, he returned to his duties with the Department.

Surviving Mr. Forster are his mother, Mrs. Clarence J. Wayner, and a sister, Mrs. Chester V. Grant, to whom THE HIGHWAY extends every sympathy.

He was one of the many friends of the Highway Department.

## R. M. Beck to Head Northern Division

### C. A. Burn Forced to Side-Lines Through Illness

Ronald M. Beck, Field Engineer, and former head of the now defunct Metropolitan Division, has been named acting head of the Northern Construction Division. He will temporarily assume the duties of C. A. Burn with headquarters in the Highway Building at Newark Junction.

This appointment resulted from the fact that Mr. Burn, who has requested sick leave until next fall. Mr. Beck brings to this position a wealth of experience with the Highway Department dating from July, 1924. During this time he has had supervisory positions in such projects as the covered cut through Bergen Hill, Jersey City, the George Washington Bridge approaches and many other metropolitan highways.

Prior to coming to the Highway Department, Mr. Beck was associated with the construction of the Holland Tunnel, where he had charge of borings, triangulation and traffic studies. Other engineering work included 6 years with the Public Service Corporation; 2 years with the Erie R. R.; and 2 1/2 years on the Pennsylvania R. R. and Hudson and Manhattan tunnels under the Hudson.



# THE HIGHWAY

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In the Interests of Its Employees

W. CARMAN DAVIS, Editor

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Edmund C. Glavin, Mabel Beans, Arthur Egan, Elmer L. Meyer, Arthur J. Lichtenberg, James O'Rourke, Norman Schaller, W. Eugene Becker, John Christiano, I. J. Friedman, Edward Drake

118 West State Street, Trenton, N. J.  
Telephone: Trenton 2-2131—Extension 573

## A WORTHY AWARD

It is of interest to learn that the New Jersey Garden Club has recently received the highest National Award for the Blue Star Drive on State Highway Route 29. This memorial project, in which the Highway Department has cooperated, has gained country-wide recognition and many similar sections of highways are being set aside as memorials throughout the nation.

Those who have looked questioningly upon the aesthetic value of mass-produced bronze doughboys or captured howitzers which have decorated every nook and corner of America since the last war will be gratified to see the direction memorial projects for this war have taken.

The Garden Club is to be congratulated for their foresight and initiative in bringing into being the Blue Star Drive. It will not only serve as a worthy memorial, but will do much to focus public attention on the value of roadside beautification.

## CONSTRUCTION COMMENTS

Fred C. Claus

### NEWARK

Ralph Perry

Oscar Vogel, a resident engineer for a number of years, has again joined the Newark Office—Survey and Plans. Oscar was previously with the Western Electric Company.

Edward A. Filipino, formerly a Construction Division Inspector, Jack Rosenberg and William Murphy, recently discharged from the Army, have joined the survey crews.

Theodore W. Niebuhr is a new addition to the office force of Survey and Plans. Ted was a Naval Lieutenant in the Armed Guard for about two years.

Eddie Houghton has discovered that he can do well without tonsils and said that their removal was incidental.

George Link, formerly with the Newark Office, Survey and Plans, has returned after about three years in the Army.

### WOOLLYNNE

Bill Hurley

Woodyllyne Athletes of Yesterday: A group picture of the Alpha Club football team, taken 35 years ago, showed up on the bulletin board from a recent newspaper clipping. Close scouting revealed Ben Franklin in the back row as taken its toll.

Bob Mountford admits he was a baseball pitcher years ago, while Harry Marvin, boasts of being a place-kicker on the famed Cedarbrook team. John Timmons is satisfied that he shot a nifty stick of pool as billiard and still can.

It would seem that ex-Army Captain Bob Haigh has a confusion of titles. To the Department he is Assistant Highway Engineer, to the outside he is "dick"—and to the high pressure clothing salesman he is salesman, or plain Dick. What will they be calling you next, Bob?

A telephone call on April 2 to a Mr. Sheppard turned out to be the City dog pound. The delay of a day or so in calling took all the humor out of the April 1st joke.

Through promotion, Wilson Sharp is now assistant to Harry Marvin. Any contemplated change in the new assistant have not yet been divulged.

## THE HIGHWAY

## MAINTENANCE NOTES

GENE BECKNER

Latest of the honorably discharged veterans to return to work with the Maintenance Division include Charles Lang, of New Brunswick, who reported for work with Foreman Roger Voorhis; Alvin Wooley, of Long Branch, with Foreman Walter Urand; Stanley Strycharz, of New Brunswick, with Foreman Eberhart's painting crew; and C. W. Case, Jr., son of Chief Foreman Eberhart, and Gerald Johnson, both of Trenton, with Foreman Storer's sign repair crew.

The latter two young fellows plan now to work through the summer and to return to school in the fall to resume their college work which was interrupted by their induction into military service in 1943. We are glad to extend a word of welcome to all of these men.

Norm Forner's reputation of falling victim to strange mishaps is running true to form. The other night while attending a movie in the center of town, Norm parked his car in a local rental parking area. Imagine his surprise when he returned to get his car to find a parking violation ticket on it.

Assistant Supt. of Maintenance Fred Woodruff returned to work Monday, April 1st, after an absence of nearly seven weeks. Mr. Woodruff has made an excellent recovery from a severe attack of pneumonia, and it is good to see him back at his desk.

It is with regret that we report the deaths of two veteran maintenance employees. William J. Garry, of Trenton, died at his home on Sunday, March 31st, after a short illness. He had been employed by the Department since September 12, 1939, during most of the time in the crew under Foreman Earl Buckalew. Julius Limsky, of Paterson, passed away on Monday, April 8th, also after a short illness. Mr. Limsky had been employed by the Maintenance Division for the past fifteen years in the crew now under the supervision of Foreman Valentine J. Arthur Willmott.

Our sincere sympathy is extended to Earl Hillborn, whose mother passed away during the latter part of March. Earl, who was discharged from the U. S. Navy last October, is now working with Foreman Joe Henry's muckjacking crew at the Camden Entrance Road.

Frank Sandhoff, of Tom Desio's maintenance outfit, has been on the sick list for some time. Others who have been off for several weeks or more include George Catley, with Foreman Herbert and Charles Bollinger, with Foreman Arthur Willmott.

The boys at Montclair wish to welcome our new helpers, Charles Della Torre, Paul Shidlowski, Justus Colagano, and George L. Mendez, Jr. We are instructing them into the dark, deep mysteries of X-sections, field work, and calculations.

We recently assigned one of our best instructors, Charles Sideris, to the task of introducing some of our new aides to the art of taking X-sections and levels, and baseline work. It seems that Charles, after his long spell over a "hot board," had to dig back into the past to remember how field work is done, and after much puzzling, the teacher did a good job.

The good fortune has fallen to the office to have the honor of driving the first stake for the Parkway—no other than our own John Farley had this unique distinction.

Two of our field parties, under the able direction of Tony Marino and Dick Waugh, have recently been doing some field work in a remote section of a place called Cranford, where the foreign vacationers were quite different, and the surrounding maze of railroad yards; but they will soon be back in their own territory around Montclair and vicinity.

The big 864 question is: Who is going to be the Parkway, and who is going to remain to carry on the work?

Recently, our own Mike Ritchie suffered a throat ailment—whereas in the immediate past he was as good as dead. He is now back at his desk, and the office is the same as before.

Of particular significance in the above is the fact that a total of 31 of 32 suggestions submitted have been accepted, and that most of them have been put into practice. This does not reflect the actual proportion of employee suggestions which will eventually be used from among the ideas submitted to date, for some are still under investigation.

Among the many useful suggestions were found recommendations for improved drawbridge bridge approach slabs, safety gate signs, fire extinguishers on lights at emery wheels, safety highway equipment, a roadway vice for tar pots and many others. There were also usable ideas for improved record and report for traffic circle switching, adoption of the co-ordinate system and departmental mailings, north point, placing of railroad ties, and even one for improving on new State Highway maps, deterioration tests for guard rail posts at Fernwood, removal of tracks on movable spans of Seaboard bridge as a safety measure, kind of construction, kind of construction of a memorial and monument committee, redesign of

## Yale University Fellowships for Traffic Study

### Automotive Safety Foundation Backs Traffic Engineering Plan

The Yale University Bureau of Traffic Engineering has announced that ten fellowships in Traffic Engineering are being offered for the year 1946-1947 to successful applicants. The fellowships start on September 23.

These fellowships, which have been made possible through a grant from the Automotive Safety Foundation, have an approximate value of \$1,400, which is \$800 disbursed at the rate of a month while the student is in residence in New Haven.

In addition to this, each ship will provide \$400 for an independent research project to be approved by the Bureau.

This fellowship award is open to men who have been granted a degree by an accredited college in some branch of engineering. Applicants should have practical experience in city engineering, highway engineering or related fields. Preference is given those applicants who are now employed in street and highway engineering and who have leave of absence in order to return to their present employment.

The courses of study provided in the broad foundation in the design of traffic operations, designed to give the student increased skill and ability in the analysis of traffic problems, and to equip him with a thorough knowledge of traffic engineering. Requests for additional information, and application forms should be addressed to Bureau of Highway Traffic, Yale University, Strathcona Hall, New Haven, Conn. The closing date for application is June 1.

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There is always a better way.

## Your M. C. Presents—THE LADIES... Bless Them

### Equipment Items

JAMES O'Rourke

On March 14, 1921, Bill Lawlor entered the employ of the State Highway Department. One of his first assignments was that of operator of the whitewash machine, a detail which now gives him the distinction of being the only man in the Department who has actually walked all over the State of New Jersey. At the first sign of a snow back in the years of 1922-23 and 25 he would load up his trusty old machine, which consisted of a 1200-gallon tank mounted on a Mack AC chassis equipped with an agitator and motor driven clutch, with 1200 gallons of water and 40 bags of lime and proceed to the nearest State Highway Route and then every tree, pole, guard rail or other landmark bordering on the Highway would get a coat of whitewash. This process would be followed until every route in the entire State was covered.

For the past twenty years Bill has been assigned as a crew drill instructor and has continued his travels all over the State. "Wherever the Highway System goes the crew drill also goes," is his motto. Bill is now a full-fledged member of the 25-year group of the Highway Department and looks forward to spending many more pleasant years in its service.

Joining the ranks of grandfathers is Harvey Butterfoss. The stork paid a visit to the home of his son and daughter-in-law on March 25, leaving a baby boy.

Slowly rounding into his old self after an operation at St. Francis Hospital is John Seaman, Senior Garage Attendant at Fernwood.

After vainly scouring the markets for building materials and finding them scarce, Russ Cook gave up the idea of building a new home for himself on Beechwood Avenue, Trenton. His big problem now is to obtain possession.

Jack Mountford of the Fernwood Stock Room has become quite an authority on the G. I. Bill of Rights as it applies to loans for home building purposes. As a result of his careful study and approval of its advantages, Jack signed a contract for the erection of a new home in White Horse, just outside of Trenton.

Morgan VanHise, Chief Inspector of another who was recently forced to look for a new home. However, he had better luck than most individuals in finding a house that suited him as to price, location and layout, and best of all, immediate possession. He promptly purchased it and is now a resident of the community of Titusville, New Jersey.

Tim Brennan is spending a few days getting reacquainted with his son Jim who has returned home following an honorable discharge from the Marines. He served approximately four years in the Marianna Islands, Iwo Jima, Okinawa, and for the past ten months has been stationed in Tientsin, China.

John Smith, Inspector of Equipment at Toms River Garage for approximately twenty-one years, has submitted his resignation from the Department, effective March 21.

Sympathies of Fernwood are extended to Bill Moran upon the death of his mother who passed away at her home in Trenton on March 28th after a short illness.

Richard Hennis, Fireman 1st Class in the U. S. Navy, has received his honorable discharge after serving nearly 18 months in the Philippine area. He has returned to his former assignment as Garage Attendant at the Vineland Garage.

PAT FLEMING of Newark Garage is the latest to join the ranks of the "old men." His son became the father of a baby girl on April 12. Pat is now busy engaged in arranging for a big blowout at the christening, to which he has invited his many friends in the Newark district.

## EQUIPMENT ITEMS

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There is always a better way.

## THE HIGHWAY

Benjamin A. Bailey

It is with regret that we announce the death of Benjamin A. Bailey, veteran Maintenance Division employee, who died at his home in Haddon Heights on Tuesday, March 19th. Mr. Bailey was employed by the Department as a maintenance patrolman on September 16, 1930, and of recent

Sam Scalsitti is back on the job looking hale and hearty and appears to be fully recovered from his recent appendicitis operation.

Leon Cartledge has returned from his vacation which was spent at the shore getting his boat ready for the coming season.

The stenographers acquired the name of "The Hallroom Girls" last week. A three tone point job in the stenographers' room forced the girls to perform their work in the hall.

Jim Tuozolo has returned from his vacation with his car shining like a new penny and his right arm about ready to drop off. Jim almost refuses to take on any other car cleaning and waxing jobs.

The Lab now boasts a new concrete walk across the island to the parking lot instead of the four or five paths which were made the hard way through the honeysuckle with the result there have been fewer pulls and runs in stockings and this fact has made the girls quite happy. I don't believe the sub-base was tested on this project, but there is no question regarding the density of compressive strength of this slab of concrete.

Frank McDermott, Ralph Sherman, Bud Wahl, George Lear and Julie Smoliga were the boys behind this endeavor.

Fred H. Baumann and family have returned home after spending some time in North Carolina. I don't know what Fred's golf scores were, but with "Hap Manning's" reputed 45 there could be some spirited rounds at Hopewell Valley this year.

Roy Vogt has recently received word from Capt. Joe Reed, Joe writes that he is very hopeful of being back with us real soon. We are sorry to learn that Joe's mother is seriously ill in the Mount Holy Hospital and extend our sincere wishes for her speedy recovery.

Budd Wahl's son, Ronnie, who recently underwent an emergency operation for appendicitis at St. Francis Hospital, is now recuperating and doing nicely.

At a regular meeting of the South Jersey Highway Employees' Association, the following officers were elected for the coming year. These officers were installed as of April 1, and give promise of an alert and active administration.

Paul Cramer and Frank Dunn of Cost Department have been ill for some time. It is good to report them both mending fast. This is Frank's first prolonged illness in over 17 years of service.

Clyde Case's son, Bill, has been released by the Army following months of rugged going on Okinawa. Reviewing some of his travels, Bill concludes that to him good old Jersey is still tops and that there is nothing more delicious than a bacon-tomato-lettuce sandwich (Dagwood style), especially when you haven't tasted one in a couple of years. He is reentering Rutgers to finish his education that was interrupted by the war.

Gene Palmer is making good progress these days and should be back with us within a short time. Gene has really had a long siege and it will be good to see him around and well again.

Ruth Barbour Hill of Bill Wildblood's staff has left the Department and will shortly leave for Minneapolis where she and her husband will make their home.

Chatter: Bill Ward attended the Ray Bolger show "Three to Make a Keen" in New York. Eileen Logan is still troubled by a knee injury suffered several years ago. Ann O'Connor and Helen Diabrow were on the sick-list for several days.

## LABORATORY LINES

Norm Schaller

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## Hunterdon County Dedicates Its Own Blue Star Drive

Hunterdon County formally dedicated its own Blue Star Drive with appropriate ceremonies at 2:30 p. m., on April 23. This memorial to the county's citizens who served in the late war, occupies a 1 1/2-mile section of the White-house realignment of Route 28. It is sponsored by the Hunterdon County Community Garden Club and is being planted with the cooperation of the State Highway Department.

An elaborate program was planned which included addresses by Commissioner Spencer Miller, Jr., Mrs. Lewis M. Hull, president of the Garden Club of New Jersey, and Mr. John Schenk, president of the Foran Foundry, State Senator Samuel Bodine who acted as Master of Ceremonies.

Other features included the unveiling of the memorial plaque by Mrs. Chester Schomp, chairman of the Hunterdon County Blue Star Memorial, introduction by Mrs. Harvey Stothoff, president of the Community Garden Club, and the tree planting by Mrs. Vance R. Hood, chairman of the Blue Star Drive of the Garden Club of New Jersey.

Musical numbers were rendered by Mrs. Henry Mahlstedt and the Frenchtown High School band.

## GIFFIN ADDRESSES ROAD CONVENTION IN CANADA

Harold W. Giffin, Engineer of Survey and Plans, recently returned from a visit to Quebec where he addressed the 27th Annual Convention of the Canadian Good Roads Association on April 3.

The subject of Mr. Giffin's paper was Progress in Grade Separations, a study of the development of this feature of highway construction from both the safety and economic standpoints, as well as an analysis of the factors leading up to present day design.

Mr. Giffin, in the company of Mrs. Giffin, drove to the Quebec convention so that he might make general observations on highways in New England and Canada. This decision led to the almost irreplaceable loss of two traveling bags containing among other articles such as suits and shoes—eight white shirts and many pairs of nylon! The bags were stolen from the rear of the auto.

## Electrical Division Celebrates Victory

The victorious Electrical Division Bowling Team enjoyed a good old-fashioned beefsteak dinner at Glendale Tavern on Wednesday night, April 3. John Krol acted as toastmaster. Everybody made an after dinner speech. Only one thing was missing—the "Spark Plug" of the outfit—John Kilpatrick, who was convalescing at home from his sudden illness. Major Hays challenged any of the "old men" to a game of ducky, but so far has failed to agree on a date for a playoff.

Trustees: W. Louis Dilks, Albert S. Simmerman, Henry J. Johnson, Ephraim Phillips, Earl Whildin, Alvin Ballinger, Alden Garretson, Edward Fogg.

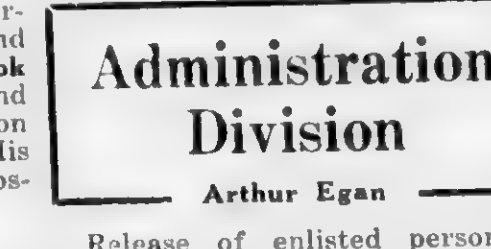
The installation of these officers on April 1st was saddened by the death of the Association's 1944-45 president, Benjamin A. Bailey, who passed away on Tuesday, March 19, during the interim between the election of the new officers and their installation in office. Much regret is expressed for the success and progress of this organization during the past two years goes to its late president, and as the new officers assume their duties they are mindful of the fine record he has established.

President-elect Elwell is an Assistant Foreman under Supervisor John W. Kelly. He is an ex-serviceman who spent two years in London and one year in Paris with the Service of Supplies. He received his discharge on last October 1.

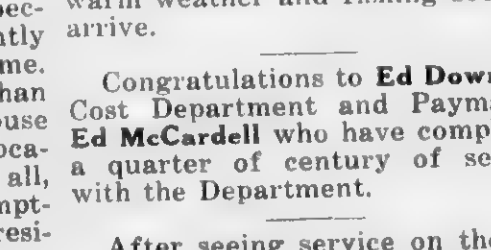
There is always a better way.



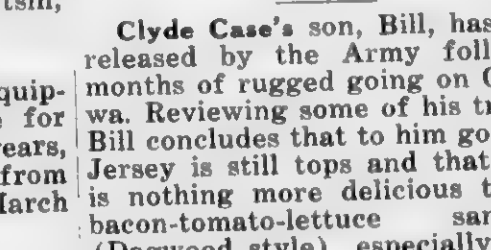
Benjamin A. Bailey



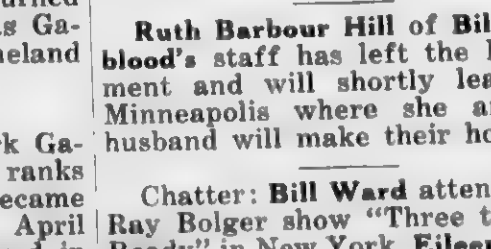
Sam Scalsitti



Leon Cartledge



Jim Tuozolo



Fred H. Baumann



Roy Vogt

## SUGGESTION BOX SCORE

FEB. 1943 THRU DEC. 1945

DIVISION	ACCEPTED	REJECTED	DEFERRED OR BEING EVALUATED	BEING DONE	TOTAL
SURVEY & PLANS	21	32	8	9	70
MAINT.	17	25	6	4	52
ELECT.	8	20	3	4	35
BRIDGE	5	9	4	2	20
ADMIN.	4	0	0	6	10
EQUIP.	3	1	0	2	6
CONST.	3	4	1	1	9
PROJECTS	3	0	0	1	4
LAB.	2	2	1	0	5
REAL ESTATE	0	2	0	0	2
MISC.	1	2	0	0	3
	67	97	23	29	216

31% OF ALL SUGGESTIONS HAVE BEEN ACCEPTED  
★ BEING DONE PRIOR TO RECEIPT OF SUGGESTION







## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees

W. CARMAN DAVIS, Editor

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Elmer L. Meyer, Arthur J. Lichtenberg, James O'Rourke,  
Norman Schaller, W. Eugene Beckner, Claire Lacozzi,  
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## Speed -- The Killer

If some new plague or pestilence were suddenly to strike America, sending more than 40,000 persons to their graves and more than a million others to beds of pain and suffering, a state of emergency would surely be declared. Theatres and schools would be closed and various relief forces would marshal all their resources to cope with the tragic situation. A frantic public would demand that drastic measures be taken to bring the dread disease under control.

In a sense America's annual automobile accident experience could be likened to such a plague. But because the total casualties are stretched over a period of an entire year, because they are not confined to any particular season, to any particular locality, to any particular age group, the public remains apathetic.

The individual accidents building up this staggering total had reasons for happening, and when analysis is made of a sufficiently large number, it is found that the main cause is speed. The desire to go faster than the law allows accounts for over one-third of all fatalities. It is also the least justifiable of all accident causes for it can only take place with full knowledge of the fact that it is unlawful and extremely hazardous.

The freeways and parkways of tomorrow will do much to reduce all types of accidents. Figures based upon the experience of other states show that less than 15% of the accidents occurring on ordinary roads occur on limited access highways. This promise of safer driving conditions in the future is one to which all drivers can look with great anticipation. In the meantime let us make sure we will be among those present when that time comes by driving carefully and within the speed limit—today!

## CONSTRUCTION COMMENTS

Fred C. Claus

### Newark RALPH PERRY

We can now report that all of our former fellow employees who entered war service are back with Survey & Plans.

A. M. Patterson is just completing another month's rest in Fort Lauderdale, Florida. It is certainly an enjoyable way to spend money, even if it does get to be a habit.

Carl Borton's son was married recently and his daughter is to become a bride in June. Doesn't this make Carl a bachelor?

We are all glad to hear that Al Desimone's son has recovered from a very serious illness.

With the beginning of construction work, the following men are being transferred to that field: A. A. Paul and William Kaye in charge of contracts; and J. A. Adrosko, T. Darbyshire, E. Filippone, J. Parker and Fred Speth, as inspectors.

We welcome the following service men to the Newark Office: A. Balkhan, W. Driscoll, L. Marciniak, E. Vitar and W. Wagner.

Otto Fritzsche, formerly associated with Survey and Plans, has now been assigned to a responsible position with the Planning Survey Committee at the recent President's Highway Safety Conference.

### Trenton ALEX COHEN

Harold W. Giffin, recently of Survey and Plans, recently addressed the Yale University Bureau of Traffic Research at New Haven. The subject of his talk was "Modern Access Design on Non-Stop Highways." Mr. Giffin was also a member of the Engineering Committee at the recent President's Highway Safety Conference.

## THE HIGHWAY

## MAINTENANCE NOTES

GENE BECKNER

Although the rate of returning servicemen has diminished considerably from its once-steady stream, each month sees several more back on the job. We are pleased to extend a word of welcome to the following employees who are now back on the payroll: Richard Ziegler, of Trenton, with Sign Painter Foreman Horace Carl Schmitt, of Pleasantville, who has returned to work with Assistant Foreman Fulton Bonner after 19 months in Europe; Arthur Robertson, of Highlands, with Foreman Daniel Marinaro; and Louis Perello, of Neptune, with Landscape Foreman Howard Van Benthuyzen. The last named was discharged from military service last year but was granted a leave before being required to report for active duty on account of disability resulting from his military service. We are glad to know that he has recovered sufficiently to return to work. Rumor also has it that Louis will be married early in June, and our best wishes go to him.

Russ Geller returned recently from a Florida vacation where he turned up his public for the summer competition over at Yardley. Russ brought back with him an amusing newspaper clipping taken from one of the Florida papers. A Tallahassee man who was having considerable difficulty finding a place to live inserted the following ad in the paper: "Notice Democrats: Unless I can find a place for my family to live by election time, I will vote Republican to help me!" Ain't it awful, Mabel? Another Florida vacationer was Harry Conner, who works for Foreman George Ruling up in Sussex County. Bet he found it a pleasant change from those Sussex County winters.

Our sincere sympathy is extended to Alfonso Mancuso, a member of Landscape Foreman John Greer's crew down Merchantville way, whose wife, Mrs. Nancy Mancuso, died at her home in Merchantville on Sunday, April 21.

It is with regret that we announce the death of George Smith, formerly employed in the crew under Foreman Paul Hane, who died at his home in Bloomsbury, had been employed by the Department since August 1, 1931, and continued on our payroll until March of 1945 when he was granted a leave of absence upon the expiration of his military service. George was a good and faithful employee and his absence from the crew in which he worked for so long has been felt deeply. To his survivors we extend our sincere sympathy.

Another death which came as a shock to those of us in the Maintenance Division was that of William Mowrey, of Hampton, who died at his home on Friday, May 3. Mr. Mowrey was the grader operator in Foreman George Fitzner's institutional road crew, and was a highly regarded member of this group. He had worked for the Department since August 24, 1939, and at the time of his death was 46 years old. The surviving members of his family have our sincere sympathy.

As we go to press, we learn that Herman Meury has become the

### Projects Division Announces New Assignments

Mr. E. E. Reed, Supervisor of State Aid Projects, announces that Samuel G. Hann of Broadway has been assigned as State Aid Project Engineer for Morris County. In this new capacity Mr. Hann will be filling the vacancy caused by the death of Guido Forster.

At the same time it was made known that James A. Harding of Pompton Lakes had been named to succeed Hann as State Aid Projects Engineer in Sussex County. He also will continue to act in a similar capacity in Passaic County.

father of twin girls born in Mercer Hospital May 19. At this writing mother and babies are doing well. Congratulations, Herman!

Paul Ljutich, of the Trenton Office, was an early vacationer in the Catskills. Paul had good reason. His sister and brother-in-law, Mr. and Mrs. Henry G. Hefflich, recently took over a lodge at Purling, New York, in the heart of the Catskills, which they are preparing to operate as a vacation spot during the coming season. Paul was lending a hand with these preparations. He brought back with him an inviting folder describing the lodge and its surroundings. It is known as "Heflich's Haven," and anyone contemplating a sojourn in the mountains this summer might do well to consider this location.

Gerry Cahill's recent escapade in finding \$500.00 worth of bonds up along Route 28 has led him in for plenty of ribbing. A newspaper account of the discovery of the bonds described Gerry as walking along the highway for some 1,500 feet picking up the pieces of the mutilated bonds. One of the office wags has suggested that for Gerry to walk this far he must have had his golf clubs with him. It's well that ends well, however, and after cooperating with a half dozen or so police agencies, the bond remnants were restored to their rightful owner, Nathan Banks, of Forest Hills, New York. The bonds were part of the loot taken from a safe in Mr. Bank's Forest Hills residence a week or so prior to their discovery by Gerry.

The Highway Baseball team lost a couple of good prospects in second generation boys because of prior signing with other teams in time. I will vote Republican to help me!" Ain't it awful, Mabel? Another Florida vacationer was Harry Conner, who works for Foreman George Ruling up in Sussex County. Bet he found it a pleasant change from those Sussex County winters.

Employees on the sick list during the latter part of April and early May include Clifford Rogers, of Assistant Foreman Sam Briggs' outfit. Cliff has been seriously ill for a long time, and we hope the advent of the good spring weather will make a turn for the better. Others on the sick list are Rocco Frontone, of Fred Sprengel's crew down in Monmouth County; Stephen Timm, with Clyde Brooks up at Somerville; and Charles Brewer, of Foreman Arthur Willmott's crew operating out of Woodbridge. Mr. Brewer is the second of Art's crew to be taken seriously ill, the other being Charles Bolliger. Both of these men are veteran employees and their absence does not help in the maintenance work in this vicinity as the crew is already operating under a manpower shortage. Let's hope that they all will be able to return to work soon.

Any cryptogram enthusiasts in the house? In the Herald-Tribune of Friday, April 26, there appeared the following cryptogram composed by Mike Onda, of the Maintenance Division of the Department. If you find it too difficult, see Mike for the solution: "XARD BYZ XYSCZD EST ESBYZCA XYZTV XFGVTRRE HRBDE XH-SI-ZE ST XYT IY XOXRTXT."

As we go to press, we learn that Herman Meury has become the



These Electrical Division employees are working on the Passaic River Bridge. In the rear, from left to right are George Pepper, Jr., Frank Force and Russell Henry. In front are Daniel Glendenning and Elias Argut.

## What Would You Like to See THE HIGHWAY Print About the Suggestion Box?

This question was asked of our employees, and they replied as follows:

HALBERT E. PHILLIPS, Survey and Plans Division:



"I would like to see a suggestion box in the office where we can all contribute our ideas."

GEORGE A. HEFFERMAN, Bridge Division:



"I would like to see a suggestion box in the office where we can all contribute our ideas."

WALTER L. FAWCETT, Central Construction District:



"I would like to see a suggestion box in the office where we can all contribute our ideas."

ANN MANION, Real Estate Division:



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May 1946

## THE HIGHWAY

## MEET THE GANG



This smiling group are members of the Newark Office of the Planning Survey Division which is located in the State Highway Building at Newark Junction. Reading from left, the ladies in the front row are: Florence Franke, Betty Ward, Louise Becker, Florence Bustamante, Esther Petti, Lillian Russo, Marian Goldberg, May McClellan and Rose De Amore.

Close-up behind the girls in the second row are: George Schuler, Maurice Radice, Frank Williams, Vincent Berberich (Engineer-in-Charge), Joe Natale, Charles Hall (Public Roads Administration Engineer), Charles Freeman, Juan Delgado and Preston Northrup.

In the third row can be seen: Al Charette (barely visible), Al Maspoli, Tony Amabile, Ed Strack, Steve Burrows, Gerard Morris, John Cumming, Sid Laderman, and Dick Uth.

In the extreme rear are Larry Kavanaugh, John Annunci and John Christiano. Absent at the time this picture was taken were Hilda Rattasep, Herbert Doane, John Meyer and James Seahulster. Preston Northrup at the extreme right was the photographer. The only magic employed was a delayed-action shutter.

## Your M. C. presents THE LADIES... Bless Them

Still the spot most conducive to adventure (or at least "tilt the seat") is a universal threat of the Highway. Of course, the fact that they would be coding their own interviews didn't exactly please us either. Seriously, however, we think you did a good job, perhaps a pat on the back is in order.

Miss Franke has the most unique of individual pride of craftsmanship and confidence in and loyalty to superiors as is frequently found in military and business organizations but is too seldom observed in public service."

Charley Hurley is now back from the wars, and has been assigned to work on the Road Type Survey. All we can say is simply, "Welcome, it's good to see you back."

External stations of the O & D Survey have been extended to include Woodbridge & Raritan Townships. John Christiano and Ed Strack acted as party chiefs, with Maurice Radice supervising. Ed and John are now back on the Road Type Survey.

Esther Petti is beginning to look happier as the time nears for husband Henry's return. Well, who wouldn't? Henry is enroute, but modern transportation is so-o-o slow.

Adding their names to the list of inter-Departmental romance marriages are Jennie Majeski of the Laboratory and John Housman of the Projects Division who made their vows in Keyport recently. Our best wishes to you both.

However common an affliction, sinusitis can nonetheless be extremely painful and we sympathize with Helen Disbrow for the week's absence it caused her. We're glad the condition has cleared sufficiently to warrant her return to work.

We are glad to see Betty Levis back at her desk following an appendectomy.

Friends and relatives of Dorothy Blinn and William Layton witnessed the beautiful ceremony of their marriage at the Christ Episcopal Church on Saturday, April 27. A tour of the South, including a short stay in Washington, D. C., preceded Mrs. Layton's return to the Department, and it is with sincere wishes for a truly blessed future that we greet her now.

Bye now.

## PROJECTS PARAGRAPHS E. L. MEYER

Inspector Frank Deacon was one of those fortunate enough to be on hand when a bulldozer turned up an old jug of silver coins and scattered them along the roadway.

The road in question was Harbor Inn Road in Berkeley Township, Ocean County, and as the news of the pirate cache spread it became the scene of a small stampede. More than a hundred persons collected and dug for coins all over the road and adjoining fields. All told, some three hundred coins were found, the dates being from 1866 to 1787.

We understand that Frank picked up a good handful of the coins but that none of them were of any exceptional value, though they were all in excellent condition.

Shortly after the death of Guido Forster, the Projects Division learned of the death of another of its field men, Inspector Fred W. Homeier, who died at his home in White Horse on April 22. He had been suffering from a heart ailment for about two years and had not been very active during that time. Mr. Homeier was a Highway Inspector and had been with the Projects Division for sixteen years, having started in June, 1929, as a junior inspector. He had a wide circle of friends and was well liked by his fellow employees. He was sixty-six when he died and is survived by his wife and two daughters, to whom we wish to express our condolences.

We take leave of the Department to extend congratulations to Marie Earling who is a familiar figure to all who frequent her stand in the Annex lobby. Marie and Samuel Sullivan were married in St. Mary's Rectory on Saturday, May 11. The bride, in white satin with roses and gardenias, was attended by her matron-of-honor in pink jersey, who carried an old-fashioned bouquet of pink roses. Mrs. Earling, mother of the bride, wore a gown of pink silk jersey and a corsage of gardenias. Following the reception, the couple left for Atlantic City.

Bye now.

Bye now.

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Bye now.

## LAND and LEGAL ED DRAKE

Lieutenant Althea M. Ward, A. N. C., daughter of Patrick F. Ward of this office, spent the Easter holidays with her parents. Miss Ward has been in the service four and a half years and served three years in the South Pacific area. She is now stationed at Maxwell Field, Alabama.

George T. Digby has been transferred from Harry Marvin's Woodlynne office to the Division of Appraisals and Negotiations to serve under Mr. Aymar in the position of Right of Way Negotiator. George is a graduate of the University of Maine and spent five years in the Navy. He was discharged with the rank of Lieutenant. During the war he served as executive officer and navigator aboard a "PC" sub-chaser and his last assignment was in connection with the liberation of the Philippines. We welcome him and wish him success in his new duties.

Bernard A. Ward and Mrs. Ward celebrated their 27th wedding anniversary on April 12. A reception was given in their honor. We wish Bert and his wife many more happy years together.

Secretary of Mercer County Firemen's Association, Secretary of Mercer County Volunteer Firemen's Association, Secretary of Mercer County Fire Company, Treasurer of Mercer County 4th District Fire Co., and Treasurer of Enterprise Fire Company, he has been named Fire Marshal of Mercer County by the County Board of Freeholders upon the recommendation of the Mercer County fire companies. His new duties include the making of inspection in schools, institutions, and public buildings and advising and consulting with groups and organizations on the elimination of fire hazards. Bob brings to this position a wealth of experience.

Wife, who had been hospitalized for a couple of weeks, is now home and feeling O. K. George's dainty dishpan hands have again become mechanic hands.

Julie Smoliga's daughter, Julie Ann, is her happy self once more. She had been quite ill and spent a few days under observation at Mercer Hospital.

The doleful look which George Leas carried around for some time is now gone. The reason—George's

Bye now.

Bye now.

Bye now.

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## EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to Marco Nero on the death of his father who passed away at his home in Titusville, N. J., on April 26.

Joe Pate, Chief Guard at Fernwood, is another one who has joined the ranks of home owners by purchasing a new home in the Mercerville area of Trenton.

Larry Gore of the Stock Room gang has been on the sick list for the past few weeks, having been confined to his home suffering from a blood infection.

On April 21, 1921, Ray, better known as "Red" Tatum, entered the employ of the Highway Department as a truck driver. For the past twenty-five years Red, with his truck and trailer, has been a familiar sight to Highway men wherever heavy equipment has been needed. Steam shovels, heavy duty cranes, concrete mixers, graders, and road rollers have all been taken in their stride and safely transported from one end of New Jersey to the other with regularity. Such things as bridge washouts or landslides have not been able to prevent Red from reaching his destination. For the past month Ray has been on the sick list and has been recuperating at his home from a general run-down condition caused mainly by low blood-pressure. All of Fernwood join in rooting for the speedy recovery of this 25-year veteran and hope that he will be back with us soon.

Bob Martin of the Fernwood Office, who has labored for twenty-eight years in behalf of the Mercer Co. Volunteer Firemen, finally hit the jackpot and was rewarded with a new position and title that finally pays a salary. Among the many titles and offices he now holds are:

Secretary of Mercer County Firemen's Association, Secretary of Mercer County Volunteer Firemen's Association, Secretary of Mercer County Fire Company, Treasurer of Mercer County 4th District Fire Co., and Treasurer of Enterprise Fire Company, he has been named Fire Marshal of Mercer County by the County Board of Freeholders upon the recommendation of the Mercer County fire companies. His new duties include the making of inspection in schools, institutions, and public buildings and advising and consulting with groups and organizations on the elimination of fire hazards. Bob brings to this position a wealth of experience.

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## "ON THE JOB" TRAINING



Engineers Cheng and Diao study plans of one of New Jersey's bridges as part of China's post-war highway program.

## CHINESE ENGINEERS STUDY NEW JERSEY HIGHWAY BRIDGES

Cheng Yuan-Tsin and Kenneth Diao Gather Data for Future Chinese Highways

War torn China is looking to the future and an extensive industrial development. One of the main features of the plan to modernize this oldest of civilizations will be a vast system of highways, extending from Siberia to the Himalayas, and from the China Sea to the Sinkiang Province bordering Russia.

The goal being set by China's planners was first stated by Dr. Sun Yat Sen, the father of modern China,

when he visualized a vast network of 1,000,000 miles of roadways tying together the great cities and provinces of that country. Present plans call for the construction of 100,000 miles of this system within the next five years.

At the present time there are 651 Chinese technicians in America. These men are studying many phases of modern industrial practice and practically every field of engineering. Twenty-six of this number have been assigned to highways and are now familiarizing themselves with design and construction methods in many states.

It was natural, therefore, that New Jersey should be visited and its roads and bridges become a model for others to emulate. Unlike the Germans who preceded them, however, Cheng Yuan-Tsin and Kenneth Diao are not thinking in terms of military highways. Theirs is a mission of peace and the particular items in which they are interested are the many fine bridges that convey New Jersey's highway traffic over streams and rivers.

**Visited Other States**  
These young engineers came to the United States last June by way of India. After flying over the Hump, they embarked on an army transport and landed in Norfolk, Va. After marking time in Washington, D. C., for two weeks, awaiting orders for their "on the job training," they proceeded to Oregon where they spent six months studying highway bridges in that state.

From the Pacific Coast they traveled to Oklahoma for another three months' intensive study, and then east to New Jersey where they have divided their time between office and field, with a week's observation of construction methods on bridges now being built at Atlantic City.

The arrangements under which Chinese technicians originally came to America were part of our Lend-Lease program. Since the war's end, however, they have continued their studies of American methods at the expense of their own government.

Cheng and Diao are both graduates of the National Wu-han University, which bore the war's scars in the Huipei Province. As the Japanese advanced, this center of learning was moved to the western portion of China where essential studies could be carried on far from the battlelines.

As Cheng explained, technically trained men are all too few in China, and because of this it was necessary to conserve the limited supply of engineers and engineering students. This is why neither of these young men saw front line

## THE HIGHWAY

### BRIDGE BRIEFS

A. J. LICHTENBERG

Our golfing enthusiasts now include Goodkind, Petersen, Hefferman, Gabrenas and Fox, with Shorts about ready to move in. It is rumored that Pete is distracting the players by picking up dollar bills on the fairway—no bets, no effort—just beating George on a sort of forward press.

An article elsewhere in this issue gives an interesting resume of the activities of Kenneth I. Diao and Cheng Yuan-Tsin, two men who will play a vital part in the China of tomorrow. The Chinese language, contrary to general belief, is an exotic tongue given to clear, terse picturesque talk. It is a "grammatically" tongue, streamlined into a smooth running device for expressing ideas. Words are stripped to their basic meanings and put together in a desired order. Similes and allegories are employed to make thoughts plain. Hence Chinese expressions like "He who stretches his legs wide apart cannot walk" and "He who raises himself on tiptoe cannot stand firm."

Naval Lieut. David R. Lawhe was enthusiastically welcomed by the office staff after 3½ years of service, taking him from Africa to Alaska, and finally to St. Augustine, Florida. He is well tanned and with the addition of a mustache, looks strikingly like Clark Gable. Dave is on assignment at Philadelphia, but the matter of discharge and return to civilian life are moot questions.

**Briefs**—A. Paul Gabrenas seen scanning a recent issue of the Havana Post that brought back fond memories as his eyes moved from the 81-degree weather report to a photograph of the bar in the exclusive Hotel Nacional. Ralph B. Titusworth taking an early and well deserved vacation motoring through the South. Fred C. Dileo offering his Browns Mills retreat for a Bridge Division picnic and promising delectable food and various trick quenchers in addition to a sandy beach and nine laden air. Chester Smith's exuberance after his recent hospitalization reminds us of the following:

Mother: "So you're not afraid to go to the hospital; that's a good little boy."  
L. B.: "But I ain't gonna let 'em palm off a baby on me like they did you—I wanna pup."

George A. Hefferman filling his lungs with nascent oxygen at Atlantic City. Only two Bridge Division men attended the Ten Year Club spring dinner at Mountaineer and enjoyed one of the best programs offered to date. Harry Lefferson doing a song and dance routine in a local minstrel show. C. D. Weller still at Brigantine and taking on some Cumberland County State Aid bridges. Welcome back to George Peel and his assignment to M. L. Vail on the Route 56, Absecon Boulevard bridge. Charles Spence assisting on Route 28 job with Arthur Stetter. Albert Lee leaving the Montclair office for assignment on the Route 35, New York and Long Branch R. R. job at Morgan.

## Spring Meeting Attended by 130

(Continued from Page 1)

were particularly busy passing out liquid refreshments.

Among the new members elected were Kermit Bonner and John Kownack, of the Administration Division; Oliver Carson, Anthony Verdi and Oliver Deakin, of the Construction Division; Alcaid Wright, Sr., of Electrical; Charles Denito, George Engenach, and Jacob Wyckoff, of Equipment; Harry Houck, of the Laboratory; Albert Appel, Frank Boyle, Charles Brower, Elwell Clugston, Francis Crema, John Elko, Anthony Frascella, John H. Fulton, Clifford Hadden, James Insetta, James Larsen, Frank La Tora, Joseph Murphy, John Sabo, Charles

Seaker, Elwood Taylor, Edgar Toon, and Frank Van Sickle, Jr., of the Maintenance Division; Clarence Chumley and Joseph Cordo, Projects; Otto Segel, of Right of Way; and Nicholas Amento, Fred Foster, Joseph Natale, Ralph Perry, Raymond Simpson, Frank J. Spagnola, of Survey and Plans.

## "ON-THE-JOB" TRAINING PROGRAM INITIATED FOR VETERANS

Will Qualify for Title of Assistant Highway Engineer

In addition to the training courses initiated by the Highway Department and under way at Rutgers University since April 15, 1946, for Engineering Aides and Junior Highway Engineers, the State Highway Department has initiated an on-the-job training program for "Assistant Highway Engineer (Trainee)." This title was set up by the Civil Service Commission.

At the request of J. J. Noyes, mark, Special Engineer, who is supervising the professional on-the-job training programs for veterans in the Department.

This program was approved by Mr. Eugene V. Connett, Executive Assistant to the Commissioner, the Commissioner of Education and by the Veterans Administration, and is open to veterans who are graduates in civil engineering, highway engineering, or have enough experience to qualify as Assistant Highway Engineer.

Normally, the required qualifications for Assistant Highway Engineer are graduation from a course in Civil or Highway Engineering, with at least three years experience in highway engineering or related work, and the normal salary range is from \$200 to \$250 per month. A veteran trainee in this classification will receive \$150 per month from the Department, the salary equivalent to that paid Junior Highway Engineers for which position they would be qualified without the additional training, and \$50 per month in training. The training period under this program is to last about two years during which time the trainees will be full-time employees on a temporary basis. The trainees will get experience under supervision on survey, planning, location and design; construction and inspection of highways; right-of-way surveys; and other types of work that will give them the training and experience required to qualify for the full appointment of Assistant Highway Engineer.

In addition, the trainees will be required to take advanced training in special courses in highway engineering approximating equivalent to 200 hours of post-graduate work, either at an approved institution in night courses during the winter months; or by means of extension courses. This training will include, specifically, advanced courses in modern highway location and design; highway landscaping and parkway design; highway engineering practice in construction and maintenance of various types of pavements; and in engineering work related to right-of-way investigations and acquisition; highway research, economic, standards of highway design and Departmental policies in design and long-range planning; location and design of highway structures, grade separations and advanced mathematics related to or involved in these special courses.

Permanent appointments will be made after certification of eligibility for appointment of the trainee by the Civil Service Commission, at the entrance salary of \$200 per month, at which time the contribution to the salary by the Veterans Administration will cease.

Veterans now employed with the Department as Junior Highway Engineers also may be eligible for early qualifications of graduation in engineering, will also be eligible for temporary appointment as Assistant Highway Engineer (Trainee) under the G. I. Bill of Rights.

The front fold of the map shows a picture of the State Capitol dome, while on the rear fold are pictures of the Blue Star Drive, the American Legion Memorial Highway.

On the back of the map will be found such valuable information as a complete listing of over 1,500 of New Jersey's principal cities, towns, boroughs and villages, a complete listing of all State parks, forests and historic sites, and a mileage chart showing the distances between the main cities and towns of the State.

Special attention has been given to the presentation of a large detailed map of the metropolitan section, as well as to maps of the cities of Trenton and Camden. These maps show all main traffic arteries in these cities.

The 1946 map in its entirety was prepared under the supervision of Vincent Lanning, Chief of the Administration Division, by the Hagerstrom Company, Inc., of New York. As in former years, distribution will be under the direction of A. Lee Grover, Secretary of the State Highway Department.

# THE HIGHWAY

VOLUME 4 — NO. 11

TRENTON, NEW JERSEY

JUNE, 1946

## RECEIVES HIGHEST AWARD



Commissioner Miller receiving the bronze plaque of the Garden Club of New Jersey, in recognition of his efforts on behalf of New Jersey's parkway program. Mrs. Lewis M. Hull, of Boonton, retiring president of the Garden Club, is at the left.

## Garden Club Award Highway Enters To Comm. Miller Industrial League

Employees of Department Also Cited for Cooperation on Blue Star Drive

Award of a bronze plaque, the highest award in the gift of the organization, was made to Commissioner Miller on May 23 by the Garden Club of New Jersey at the Essex Fells Country Club. The award was in recognition of his efforts to develop a comprehensive parkway plan for New Jersey. The Commissioner also received an engraved certificate for meritorious achievement in cooperating with the Garden Club in creating the nation's first Blue Star Drive on Route 29, Union County.

Mrs. Charles W. Holton, wife of the Mayor of Essex Fells and chairman of the Awards Committee, presented the plaque to Commissioner Miller and the staff of the Highway Department. The team, including Danny Frocaccia, Warren Eltonhead and Earl Hillborn, of the Maintenance Division; Reynolds Brachelli, of Equipment; "Windy" Schleter, of Electrical; and Charlie Walker, of Administration.

## FIRST POST-WAR ROAD MAPS READY FOR DISTRIBUTION

Several New Features Incorporated in 1946 Edition

After delays occasioned by a paper shortage and difficulties encountered in arranging printing schedules, the 1946 road map of New Jersey, the first to be printed since 1941, is now being distributed.

This map utilizes the familiar 4-color face on which appear all State highways as well as principal county and municipal roads, and unimproved connecting roads. For the first time in many years the operating railroads in the State are shown. Other features include State forests and parks, historic sites, airports and State Police stations.

The 1946 map in its entirety was prepared under the supervision of Vincent Lanning, Chief of the Administration Division, by the Hagerstrom Company, Inc., of New York. As in former years, distribution will be under the direction of A. Lee Grover, Secretary of the State Highway Department.

## Information Please

The Department recently received a query from the office of The Answer Man, a feature of the Mutual Network, regarding the location of Blue Star Drive. Answering the Answer Man was a most unusual experience.

## Citizen-Government Cooperation

"If our democracy is to endure, the average citizen must become a good citizen," said the late Theodore Roosevelt more than three decades ago. This is still sound philosophy. The good citizen is he who not only feels a sense of civic responsibility for the community, but seeks to make his community better by participation in its affairs.

Citizen cooperation is both the symbol and the substance of the democratic way of life. To preserve its substance as well as its symbol, the greatest of all struggles has been waged upon the fields of battle. Untold treasure has been poured out, unnumbered human lives have been sacrificed and countless irreplaceable churches, schools, hospitals, homes and works of art have been destroyed to achieve victory over tyranny. While we have suffered no widespread destruction of our cities, our homes, our institutions and our subsequent disruption of our economic life, we have learned under the stern discipline of a global struggle that our liberties won in the past by great sacrifices cannot be preserved at a lesser price.

Citizen cooperation expresses itself in a multitude of different ways lest it be limited by a single pattern. Every opportunity, as well as every example of such cooperation, fills out the outline of our democratic pattern and gives validity to our democratic faith. The pattern of citizen cooperation which has been followed by the Garden Club of New Jersey with the State Highway Department is a striking example of a modest but fruitful venture.

First of all there is the improvement of our roadsides. In recent years many of our main highways, which are the "windows of the State," have progressively deteriorated, and in many cases resemble roadside slums. Due to the lack of adequate roadside development, there exist all types of roadside establishments and an indiscriminate amount of roadside advertising. The Garden Club and the Roadside Council have set up, with the Highway Department, an Advisory Committee to review not only existing encroachments upon the state's right-of-way, but to help set standards for definite roadside improvement and to secure enactment of appropriate zoning ordinances by local governing bodies. The creation of associations of property owners along busy highways to control commercial developments has followed in the wake of this activity.

The second example is the notable work of the State Garden Club in establishing the Blue Star Drive on the State Highway System. The Garden Club conceived a plan for providing a living memorial to the men and women of the armed services and proceeded to raise the necessary funds for the planting of dogwood trees along the six-mile section of one of the main cross-state highways, Route 29. The State Highway Department has undertaken not only to plant and maintain these trees, but will erect suitable markings to designate this area. As a result of the plan which has been evolved by the Garden Club of New Jersey, both individuals and corporations have been enabled to provide for the planting of trees in honor of their men and women in the armed services. Even the State Legislature has honored members of the Legislature who served in the second world conflict with a special memorial planting.

A survey made by the National Council of State Garden Clubs has revealed the fact that in several states similar cooperation is in effect. The high value placed upon citizen government cooperation has been responsible for the decision of the National Council to sponsor the development of living memorials on a major highway in each of the states of the Union. While such memorials will differ from state to state and the type of native trees and shrubs will depend upon local conditions, the plan itself if carried out should be most significant.

The reports which have been received thus far from the various State Highway Departments throughout the country indicate not only a friendly interest in the development of living memorials along some of the major highway routes, but a willingness to cooperate with Garden Clubs in this joint undertaking. It is to be hoped that every State Federation will start immediately to enroll in the proposed Blue Star System.

A coordinated nationwide memorial route should serve as a focus for the establishment of living memorials and result in a truly remarkable cooperative achievement.

*Severin Miller, Jr.*  
State Highway Commissioner

## Highway Courtesy Results in Letter Of Commendation

Beach Haven Motorist Has Happy Memories of Highwaymen's Cooperation

Late in May an anonymous group of maintenance men came to the rescue of a lady in distress because of their helpfulness. Commissioner Miller recently received the following letter of appreciation:

"Since more prominence is generally given to criticism rather than praise, of public employees, I am sure you will be glad to hear some of the latter.

"On Wednesday last, May 22, while I was driving alone to Philadelphia, along Route 40, a tire on my car blew out. This was about a mile east of Medford. Before I was even out of the car, I noticed that a State Highway truck, going in the opposite direction, had stopped and the driver was backing up. He asked if he could help and, three men came out of the truck and changed the tire. The spare had very little air and one of the men went into a nearby farm house and borrowed a bicycle pump to pump it up. When I tried to force a tip upon them, all three refused. As Highway employees, it was their duty to help motorists. Unfortunately I neglected to notice that the car was not a State car, so I do not know who they were, but you may have that knowledge. I might add the blowout occurred around 4:30 p. m., so they were probably finished with their day's work.

"I have written so you may know I appreciate the kindness of these men, and to commend your department for such a fine spirit of service to the motoring public.

Very truly yours,

CLARA A. ROBINSON."

## Surface Treatments And Resurfacing Get Underway

Strikes and Inclement Weather Delay Annual Program

Under the general supervision of E. L. Storer and Supervisor of Materials Kenneth Craft, maintenance surface treatments and resurfacing are now in full swing after a slow start. Hit first by the coal strike and then in quick succession by the railroad strike and a strike by the oil distributor operators, initial operations were delayed several weeks. Inclement weather during the latter part of May and the first weeks of June made any effort to catch up on the schedule virtually impossible.

Three outfits are now engaged in this work. One, at this writing, operating on Route No. 49 between Salem and Bridgeton, is under the supervision of Inspector Fred Baker. This group has already completed work in the Southern District with Foreman Dilks, Logan, Duncan, and Croxton, ranging from Route No. 49 at Millville to Route No. 42 at Runnemede. On one of these jobs Inspector Baker suffered an eye injury and has been relieved by Inspector Herman Meury.

A second group, under the supervision of Inspector Raymond S. Drake, is now working on Route No. 4 between Absecon and Mullica Run. Foreman Walter Aydelotte. Work by this crew has already been completed in Cape May and Atlantic Counties in cooperation with Foreman Ralph Evans and Amos Holt.

The third group with Inspector "Dinty" Moore has completed work on Routes 840 and S-41 in Burlington County in cooperation with Assistant Foreman Brower and Bill Smith and the crew of Foreman C. W. (Continued on Page Two)







## Offer Prizes in Varied Contests

### Governor's Fishing Tournament and Photo Contest Featured

The New Jersey Council, the State's promotional agency, is sponsoring an amateur photo contest, a fishing tournament and scenic and historic tours for the enjoyment of the people. The contest will be held in the State House, Trenton, on July 24.

The photo contest, "Picture New Jersey," open to all amateur photographers, will be held in the State House, Trenton, on July 24. The contest will be held in the State House, Trenton, on July 24. The contest will be held in the State House, Trenton, on July 24. The contest will be held in the State House, Trenton, on July 24.

Another activity of the New Jersey Council has been to outline special motor trips to New Jersey scenic and historic sites. The first of these special tours was inaugurated on May 1, when the Council participated in by several hundred people from all parts of the State. The Council has prepared a pamphlet which outlines twelve tours, and is illustrated with sketch maps. This pamphlet, together with a pamphlet outlining the photo contest and the fishing tournament, may be secured free upon application to the Council office in Trenton.

Among other publications—also free—which should be of interest to holiday seekers in New Jersey is a 72-page, lavishly illustrated vacation guide, and a State Date Book, which lists in calendar form some two hundred events to take place in New Jersey this year, including fairs, horse and automobile races, flower and dog shows, sporting events of all kinds, baby parades, beauty pageants and conventions.

We heartily recommend both of these books to all who are interested in touring New Jersey, as well as keeping posted on events of general interest.

## Highway Enters Industrial League

(Continued from Page One)

To augment these employees, it has been necessary to secure other players sufficiently skilled to compete in the fast company of the Industrial League from outside the Department. Every effort, however, is being made to use just as many Department employees as possible and any one interested in playing should get in touch with Mgr. Brackett at the Fernwood Service Station.

The long lay-off from league competition and the lateness in organizing the team has been reflected in the results to date. The team occupies the cellar position with only one victory in eleven starts. The last several games, however, were closely contested and the boys should bring home their share of victories from now on.

Assisting Brackett in coaching the team is Gene Becker, of the Maintenance Division, one of the veterans remaining from the baseball team managed by Jimmy Walter which represented the Department in the old State Capitol League back in 1935, and teams managed by Marvin Riley in 1930 and '31. At one time Gene played ball as a member of the St. Louis Cardinals' farm system.

Other members of the team who played in the early 30's and who are still employed by the Department include Don McNeil, Russ Cook, Harry Hall, Larry Iazzo, Frank Lewalle, Dave Rebbeck, Ollie Doll and Joe (Tiger) Tallon. Jimmy Walter and Bill Ras-

## THE HIGHWAY A MILESTONE IN HIGHWAY PROGRESS



Route 100 advanced another step toward realization on April 1 when the Assembly passed a bill authorizing the beginning of construction of that portion which will extend from the George Washington Bridge to Metuchen.

The total estimated cost of the project, which will be spread over several years, is \$50,000,000, while the initial expenditure will be \$10,000,000.

Route 100 is designed as a dual-dual highway with four traveling lanes in each direction. The two center roadways for through traffic will be separated by a 30-foot divider and will be planted with shrubs to stop the glare of on-coming headlights. Besides having two 12-foot lanes in each direction, these roadways will be provided with a 5-foot shoulder adjacent to the center island and a 10-foot shoulder bordering on the 10-foot island separating them from the flanking roadways.

Through open country Route 100 will occupy a 226-foot right-of-way, but on structures this will be reduced by narrowing island and shoulders to a total width of 153 feet.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Word has been received that Ed Miller, one of our veteran mechanics working out of Tom's River Garage, has entered the Middlesex General Hospital in New Brunswick for observation. We all hope that Ed's fears are unfounded and that he will not have to undergo that operation.

Ray Kendall, of our Merchantville Garage, reports a visit to the store on May 9, leaving an 8-lb baby girl. Mother and daughter are home once again and doing fine, and Papa Ray is doing OK, too.

Hearing quite a commotion and falling glass in his home in Mauriceville early on the morning of May 29 during an electrical storm, Frank Compton of our Vineland Garage jumped out of bed shouting to Mrs. Compton "Get my gun!" An inspection of the house revealed nothing wrong until he returned to his own bedroom where he discovered a 4-ft. mirror shattered and an electric outlet burned out. His only belief is that a bolt of lightning entered causing the damage described as well as the commotion.

We extend our deepest sympathies to the following Fernwood employees upon the death of members of their immediate families: Charles Hart, whose mother passed away at her home in Mercerville on May 30th; Clarence Becker, whose father passed away at his home in Altoona, Pa., on May 21; John McEwan, whose wife passed away at her home in Trenton on May 29. Mrs. McEwan was the mother of Norman McEwan, another of our employees.

Gilbert Ettinger, familiarly known to all at Fernwood as "Gibby," and who has performed such a fine job of keeping the office and buildings clean at Fernwood for over twenty years, has been on the sick-list and confined to his home lately. On May 27 "Gibby" reached the ripe old age of 75 years and in honor of the occasion his friends at Fernwood presented him with an easy chair. They all hope that it will help to speed his recovery and that he will shortly be his old self once again.

musson are assisting Mgr. Brackett on the business end of arrangements.

## PLANNING SURVEY

FLORENCE FRANK

In the absence of our Chief Reporter, John Christiano, who is on field work, and Joseph Natale, who was pinch-hitting for him and who was also assigned to work in the field, the current reporter is doing some wishful thinking. Field work sounds inviting these nice spring days.

Spring is officially here. Juan Delgado came in this morning looking cool as a breeze in a light gray suit and blue polka-dot tie.

Our boss, Vincent Berberich, made us all envious reciting a mouth-watering account of a luncheon he had in Newark one day last week in which was featured a large wedge of home-made apple pie "with powdered sugar on it, too." "Any seconds?" he asked. "Only one piece to a customer," was the sad reply.

That gentleman with the tan, out-of-door look is Charlie Freeman. He knows all the baseball scores.

Tony Amabile wanted to build a bigger and better incubator on his chicken farm. But, after multiplying the number of hens he now has by the kernels of corn necessary to feed them for a year, plus the possibility of selling some of the eggs, and dividing the remainder of something or other by the anticipated market for broilers, it was found that he could not procure the lumber.

Al Maspoli has had a deposit on a new car since the fall of 1945. After several postponements he was finally advised he might expect delivery of the car in the summer of 1947. Al has decided to fly to Switzerland instead.

Florence Butamante and Lillian Russo have had their heads together the past two weeks. It's a work huddle, however.

John Annucci is reputed to be the best coffee maker in these parts. Johnny thinks the fact that no one wants to be bothered with the making of the coffee at lunch time may have something to do with his rising reputation. He has put his foot down rather firmly on washing the coffee pot, though.

Louise Becker is looking like her

real self again. Two operations within a year is an ordeal.

Edward Godlewski is being initiated into the work in the field. Ed served in the Navy and was doing duty in the Pacific.

May Dempsey is our Lady in Green. She's very gracious in the use of her nice car to transport us over the Ramp.

Marion Goldberg and May MacClellan keep us in touch with the latest in hair-dos.

Francis Dombrowski with the charming smile and infectious laughter, think the world doesn't get any better worrying about things.

John Cumming, Jr., is also an ex-Navy man. John is returning to college in the fall.

## Three New Positions Included In On-the-Job Training Program

Employment for Qualified Veterans in Bridge and Right-of-Way Divisions

The on-the-job training program for veterans in the Highway Department has been extended by the addition of three more titles, Bridge Detailer (trainee), Junior Bridge Designer (trainee), and Right-of-Way Negotiator (trainee). Upon application of J. J. Newmark, Special Engineer, the State Highway Commissioner, the Civil Service Commission and the Department of Education have approved these titles.

Bridge Detailer (Trainee) is open to veterans who have graduated with a degree in Civil Engineering. Such trainees will receive training in the Bridge Division of the Trenton Office for a two-year period, during which time the Highway Department will pay them \$150 per month and the Veterans Administration will pay the remaining \$50 per month, making the total entrance salary of \$200 per month.

The title of Junior Bridge Designer (Trainee) was also approved. The initial requirements for that are graduation with a degree in Civil Engineering, plus two years' experience in structural engineering work. These trainees will receive two years' additional training in the Bridge Division of the Department, during which time the State Highway Department will pay the trainee \$200 per month and the Veterans Administration will pay the remaining \$50 per month, making the total entrance salary of \$250 per month.

## Administration Division

Arthur Egan

Mr. and Mrs. Marvin L. Howland, where they will be the son's birthplace.

A cordial welcome to Mabel Beane, transferred from the Division to the Administration. She has been a member of the Post Department, presently attending the Social Business Management course at Trenton.

Home a husband, Harry Hill, for whom he has often listened to check to his own of personal needs. He did state as was pointed out that he is to be promoted to a local draft board. However, it developed that the new assignment was for a morning and for an afternoon. A passing thought was that if it developed for purpose was to improve a young son Bill.

The recent railroad strike, not without incident to the participants, the overpass at the Airport Circle in Camden was officially opened to traffic on July 12 when State Highway Commissioner Spencer Miller, Jr., cut the ribbon running across the roadway. Included in the photo are, from the left: John A. Williams, Southern District Engineer in charge of construction; S. Herbert Taylor, Camden County Engineer; Commander Charles M. Noble, State Highway Engineer; Daniel E. Weigle, Executive Vice President Camden County Chamber of Commerce; Trevor B. Mathews, President Camden County Chamber of Commerce; and Commissioner Miller, continuing in the front row are Harvey L. Gaumer, Chairman, Pennsauken Township Committee; and Rendle S. Wilgoos, Director of Public Safety of Pennsauken Township.

George Dederick, transport the northern group to the work in Highway Car 175, gave a gallant performance as weaved the car in and out of swollen traffic on Route 25, now known to veterans of the war as Casey Jones Dederick.

Bill Keeney, Chief Stenographer, has returned to the Department after three and one-half years' service with the Navy. Bill, a veteran of World War No. 1, is a son in the Navy. Congratulations on your fine record and welcome back.

CHATTER: Charles Walker, just recently released from the Army doctors at Tilton Hospital, Fort Dix, John Egan (who is a drama critic by now), and a performance of "Annie Get Your Gun." Bill Ward enjoyed the performance of the hit "Carousell."

# THE HIGHWAY

VOLUME 4 — NO. 12

TRENTON, NEW JERSEY

JULY, 1946

## The Weatherman Didn't Co-operate



Despite teeming rain that thoroughly soaked most of the participants, the overpass at the Airport Circle in Camden was officially opened to traffic on July 12 when State Highway Commissioner Spencer Miller, Jr., cut the ribbon running across the roadway. Included in the photo are, from the left: John A. Williams, Southern District Engineer in charge of construction; S. Herbert Taylor, Camden County Engineer; Commander Charles M. Noble, State Highway Engineer; Daniel E. Weigle, Executive Vice President Camden County Chamber of Commerce; Trevor B. Mathews, President Camden County Chamber of Commerce; and Commissioner Miller, continuing in the front row are Harvey L. Gaumer, Chairman, Pennsauken Township Committee; and Rendle S. Wilgoos, Director of Public Safety of Pennsauken Township.

## VETERAN TRAINEES ASSIGNED TO FIELD OFFICES FOR FIVE WEEKS

To Further Classroom Instruction With Practical Field And Office Training

The first Engineering Aide and Junior Highway Engineer trainees have now been assigned to the field offices of the Survey and Plans division by Mr. C. F. Bedwell, Construction Engineer. Due to the fact that these men are not yet on salary but rather on Veterans Administration subsistence, instructions have been issued to place them as near their homes as possible.

Prior to assigning these men to the field offices, they had completed twelve weeks' training at Rutgers University where they studied such subjects as engineering drawing, engineering mathematics, surveying and elementary highway engineering.

In the case of Engineering Aides, their classroom work is now over and they will receive a certificate indicating that they have completed a short course of training as such. The Junior Highway Engineers will also receive this certificate but they will return to Rutgers for more classroom work upon the completion of their field training in order to qualify for the certificate certifying that they have completed the prescribed course for that position.

The assignments of these men to the offices of Howard Rigby at Montclair; Neil MacDougall at Newark; W. L. Braybrook at Cranford; T. E. Olsen, at Perth Amboy; Elmer Teegen at Flemington; and Harry Marvin, at Wood-Lane, will be for periods of five weeks. In these offices they will be given every opportunity to become acquainted with highway engineering.

Professor M. T. Ayers intends to visit all field offices weekly for the purpose of checking on the progress being made by each trainee, and with good purpose considered are the following questions which will be asked of each Assistant District Engineer, the trainee's immediate superior.

1. Would you be pleased to have this man work for you?  
2. Would you like to have this man work for you?  
(Continued on Page 4)

## Highway Beautification

The perfect tribute to those who "gave their last full measure of devotion" for their country was spoken at the Battlefield of Gettysburg nearly four score years ago. In that memorial address Abraham Lincoln said, with prophetic insight, "It is for us the living rather than the dead that we are dedicated to the unfinished work which they who fought here have thus far so nobly advanced." No more compelling exhortation could be spoken to our generation than these timeless words of universal application as we face the awesome responsibilities of the Atomic Age into which the Global War has precipitated us.

But even as men of good conscience and good will ponder the moral imperatives of Lincoln's deathless words at this critical hour in world affairs, there is an almost instinctive desire to devise some outward and visible sign of gratitude and lasting remembrance to those who gave their tomorrows for our today. It is in this mood of deep thankfulness that all true memorials are conceived; it is in response to these promptings of the human heart for heroic self-sacrifice that great works of art have been inspired in the past.

"There is something," wrote Pope, "in the amiable simplicity of unadorned nature that spreads over the mind a more noble sort of tranquility and a loftier sensation of pleasure than can be raised from the nicer forms of art." The focus on living memorials then has been as instinctive as it has been well-nigh universal. It represents the natural response of men who have sought to create in the beauties of nature that which not only satisfies their deepest longings and aspirations, but also expresses their fondest remembrances.

We, in New Jersey, are building such a living memorial, dedicated not alone to those who paid the supreme sacrifice during the late war, but to all citizens who wore the uniform of their country. But the story of our Blue Star Drive is more than the story of a memorial—it is a recounting of the birth of co-operative relationship between the State Highway Department and citizen groups within the State. Three years ago this month a conference on Roadside Improvement was called by the Department of all civic and business groups throughout the State who were interested in improving our roadways through the removal of encroachments from the traveled right-of-way, and in better roadside planting. A Continuation Committee on Roadside Improvement was appointed by the Commissioner upon which the Garden Club and the Roadside Council were represented.

When this Committee proposed shortly thereafter that a test section of highway be improved as an object lesson for needed roadside improvements along the highways of the State there was a general agreement. Later the Garden Club suggested that a memorial section be located on one of our main highways and be planted with flowering dogwoods. The Department instantly agreed to co-operate to the fullest extent and gave priority to this inspired idea. This in effect was the planting of the seed from which shortly thereafter was to flower a more comprehensive plan for roadside improvement in which civic groups were to play an important part.

Following closely upon this action came the Joint Resolution of the New Jersey Legislature providing for the designation of a section of State Highway Route 29, between North Plainfield and Mountainside, as Blue Star Drive, and the passage, unanimously, of the long overdue Parkway Bill. Coincident with this the Department established a separate Parkway Division and preliminary work on the Route 4 Parkway was begun. Thus, with rapid acceleration, New Jersey became conscious of the benefits to be derived from roadside beautification through well planned native planting. It is well that the way has been made clear at this time. If our vast network of highways is to be rescued from the blight and decay which follows in the wake of unrestricted development of roadside businesses, with indiscriminate advertising along our highways, the vast capital investment made by the people of New Jersey in a great highway system will not only be rapidly depreciated but another generation will be faced with a vast task of slum clearance, not in the blighted areas of our great cities but along our major highways.

Spencer Miller, Jr.  
State Highway Commissioner

## Highway Crash Fatal to Meury

Maintenance Foreman Killed Near Newton

Herman J. Meury, 38, of the Maintenance Division, was instantly killed on July 24 in an auto-truck collision on Route 31, Andover Township, Sussex County.

Meury, a major in the last war, was on his way to supervise an oiling contract on Route 84 (old Route 8) between Sussex and the New York State line. He had left Fernwood shortly after 6:00 a. m. and still was some fifteen miles from his destination when the accident occurred at 7:30 a. m.

State Police from the Newton station who arrived at the scene within ten minutes in response to a telephone call from a nearby resident, stated that death was instantaneous.

In reconstructing the accident, they said that the State Highway car was proceeding northward when it collided with the truck owned by Serice and Lockburner and driven by Francis A. Lockburner, both of Newton. There were no witnesses, but it appears that it was not a true head-on collision inasmuch as it was the overhanging body that sheared away the left side of Meury's car.

Meury entered the Quartermaster Corps in 1941 and saw

(Continued on Page 4)

## Arrive at Basis of Increments for Hourly Employees

Length of Service Major Factor in Pay Increases

While salaried employees have in general understood the basis upon which their increments were granted, it was not until July 17 that an agreement was reached regarding the increments to be received by those getting an hourly rate. On that date Eugene V. Connett, recently returned following an enforced vacation ordered by his doctor, Alex. W. Muir, Marvin L. Howell, and Clyde Case of the Highway Department met with Herman Crystal, Chief Fiscal and Budget Analyst, and Charles Yard, Director of Classification and Organization for the Civil Service Commission. This meeting resulted in the determination that all hourly employees would be granted increments according to Chapter Law 150, approved April 24, 1946.

This law reads as follows: "In the carrying out of the classification and compensation plan for persons holding offices, positions and employments in the classified and unclassified civil service of the State adopted by the Civil Service Commission, the Civil Service Commission hereby is authorized to approve the granting, effective July first, one thousand nine hundred and forty-six, of an additional length of service increment of salary increase, equal to one full step, to each such person who entered the State service between July first, one thousand nine hundred and thirty-six, and June thirtieth, one thousand nine hundred and forty-one, and of the full length of service increments of salary increase, equal to two full steps, to each such person who entered the State service prior to July first, one thousand nine hundred and thirty-six." (Continued from Page 1)

William Salmon

William Salmon, Garage Attendant, died on July 8, following a stroke suffered at his home in Port Elizabeth. Mr. Salmon was 67 years of age and had been employed at the Vineland garage for the last four years. He is survived by his widow and a brother, George A. Salmon, to whom he extended every sympathy.







## EQUIPMENT ITEMS

JAMES O'ROURKE

Dick Raab, Mechanic at the Vineland garage, has added his name to the list of those who have served the State Highway Department for 25 years. Dick came to the Department back on June 27, 1921, and was assigned to the old Trenton Junction garage. He was later transferred to the South Jersey repair station then located at Kates Garage in Millville, and later, for a short period, at Malone's garage in the same town. Judging from his youthful look, Dick is ready to serve both the Equipment Division and his many friends for many years to come.

Two ex-servicemen have added their names to the mechanical staff at Fenwood. They are Tom Dowler and John Toth and to both we extend a hearty welcome to the Equipment Division.

It is with regret that we announce that Leon Crush, Fenwood's expert welder, has been ordered to his home for complete rest. Leon is in an extremely run-down condition and must take things easy for an indefinite period of time, according to his doctor. At the present time he is spending a large part of his time relaxing in the sunshine at 230 Rosemont Avenue, Trenton, where he will welcome a visit from any of his many friends in the Department.

Russell Cook can be classed as a lucky guy. After securing title to a new home in the western end of Trenton, Russ was confronted with the prospect of a long wait until the present tenants would move out. Russ had decided to notify them on July 15 and then sit back and hope for the best, when on July 5 he received word from the occupant that he would vacate on July 15 if Russ would refund half a month's rent. We can only add that the gentleman got his refund and Russ got his house.

Persistent rumors are to the effect that Dan Cupid is hovering in the vicinity of Jack Montgomery these days. Despite Jack's strenuous denials, the boys are not too convinced, remembering that Danny Boy has a reputation for getting his man.

Ed Miller, a Mechanic at the Toms River Garage, who returned home following an operation performed at St. Peter's Hospital in New Brunswick, has had a relapse and is again hospitalized. We sincerely hope that his condition is not serious and that complete recovery will soon be made.

John Smith, a former Inspector at the Toms River Garage, who suffered a broken leg shortly after resigning from the Department, has had to return to the hospital as the result of another fall at his home. Indications are that his leg has been broken again. John's many Highway friends regret this misfortune and hope that rapid progress will permit him to be walking again in the near future.

## Ten Year Club Annual Outing

Plans for the Annual Summer Outing of the Ten Year Club to be held at Pisgah Grove, Hamilton Township, just outside of Trenton on Saturday, September 7, are proceeding satisfactorily. Every effort is already being put forth by the Committee in charge to furnish ample food and drink for the occasion, and the usual program of sports and other entertainment will be provided. Tickets will be available shortly from your regular contact man or any of the Entertainment Committee members at \$2.00 each.

Carrying out the wishes of the Club as expressed in a resolution adopted at the Spring Meeting, all members of the Club who are veterans of World War II are most cordially invited to attend the outing as non-paying guests. Individual invitations will be mailed, but in order that no one may be overlooked a complete list of all members of the Club who served in World War II will appear in the next issue of THE HIGHWAY and

## THE HIGHWAY



This map shows the alignment of Route 100 between Bonhamtown and Elizabethtown. Following public hearings, during which officials of interested communities as well as representatives of industry and business were accorded opportunity to express themselves, it was agreed that the alignment shown would be followed, except that portion where Route 100 runs through the City of Elizabethtown. Final decision regarding the route to be followed through that city will await the outcome of another meeting.

will be indication of those eligible to attend as guests.

Assisting Entertainment Committee Chairman Flavin Ireton in completing arrangements are the following: Harold Jemison, representing the Administration Division; Kenneth Craft, of Maintenance; Clarence Scales and Mike Lesnak, Equipment; Kirk Schanck, Real Estate; Ed. Baumann, Laboratory; Russ Henry, Electrical; and Bill Carnival, of the Projects Division.

Remember the date and check it off now—SATURDAY, SEPTEMBER 7th—for a good time and a chance to pay homage to our members who served in the armed forces during the last war.

## Meury Killed

(Continued from Page 1)

service both in this country and in Europe as a member of the 7th Army. He had been a member of the State Highway Department since June, 1930, and was a Foreman, Highway Maintenance, at the time of his death.

Surviving Major Meury are his widow, Mrs. Marion Meury, a son, Herman, Jr., and three daughters, Elene, Denise, and Mary Ann. The latter are two-months old twins. His mother, Mrs. Gus Meury, and a sister also survive him. THE HIGHWAY expresses deepest sympathies on behalf of employees everywhere, to those bereaved by this tragic accident.

## Increments for Hourly Employees

(Continued from Page 1)

six up to, but not exceeding, the maximum salary range of such person under said plan, subject to rules and regulations to be made by the State Treasurer, the president of the Civil Service Commission and the Commissioner of Taxation and Finance.

In everyday language this means, (1) any hourly employee who was employed by the State Highway Department prior to July 1, 1936, and who has been employed continuously, will receive three monthly ten dollar increments; (2) any hourly employee who was employed prior to July 1, 1941, but later than June 30, 1936, and who has been employed continuously, will receive two ten-dollar increments; (3) any hourly employee who was employed prior to July 1, 1945, but later than June 30, 1941, and who has been employed continuously, is entitled to one ten-dollar increment. Merit ratings are a factor to be considered in arriving at increments to be received. Ranges have been determined by the Civil Service Commission for various classifications. Maximum pay to be received in each instance must not exceed the maximum hourly rate set up for each particular classification by the Civil Service Commission.

## Veterans' Program

(Continued from Page 1)

man work for you?

3. Would you not object to having this man work for you?

4. Would you rather not have this man work for you?

Upon the completion of the field training period, effective at noon, August 16, these men will be put on the State Highway payroll at \$130.00 per month as provisional appointees for Engineering Aide, subject to later qualification by Civil Service examination.

## Celebrate 50th Wedding Anniversary

Tuesday, July 2, marked an eventful milestone in the married life of Mr. and Mrs. Albertus Simmerman, of Williamstown. Just ten years ago on that date, Mr. and Mrs. Simmerman took their wedding vows. The occasion was marked by a dinner at the Simmerman home at which some 120 guests were in attendance. Mr. Simmerman has worked for the Department since 1923, and is now Assistant Foreman in Supervisor John W. Kelly's Southern District in charge of Maintenance on State Highway Route No. 42 between Gladstone and Corkery Road.

We are pleased to add our congratulations to those who celebrated this occasion with Mr. and Mrs. Simmerman.

## ROUTE 25 CONSTRUCTION AT NEWARK



The section of the Route 25 Intersection between North Avenue, Elizabeth, and Carnegie Avenue, Newark, being constructed by the firm of S. J. Groves & Sons Co.



Looking north along the Route 25 intersection from the roof of the State Highway Building at Newark Junction, the section shown is part of the contract of Poirier & McLane.

## Administration Division

Arthur Egan

Marven L. Howell, Chief Auditor and Accountant, was recently appointed to the Suggestion Committee by Commissioner Miller. He fills a vacancy created by the resignation of Fred C. Claus, Assistant Engineer of Survey and Plans, who was unable to devote the necessary time to the Committee due to the pressure of other work.

Perusing some old correspondence upon a report of an outing held at Elgin, Mass., on September 12, 1936, it is interesting to compare the prices of food and other necessities with those of today. The report lists butter at 10 lbs. of hamburger cost \$1.10, 10 lbs. of sausage \$2.00, 10 lbs. of corn 20c, 10 lbs. of beans 20c, 10 lbs. of rice 20c, 10 lbs. of flour 20c, 10 lbs. of sugar 20c, 10 lbs. of coffee 20c, 10 lbs. of tea 20c, 10 lbs. of fruit 20c, 10 lbs. of vegetables 20c, 10 lbs. of meat 20c, 10 lbs. of fish 20c, 10 lbs. of poultry 20c, 10 lbs. of game 20c, 10 lbs. of dairy products 20c, 10 lbs. of bakery products 20c, 10 lbs. of confectionery 20c, 10 lbs. of beverages 20c, 10 lbs. of tobacco 20c, 10 lbs. of alcohol 20c, 10 lbs. of medicine 20c, 10 lbs. of cosmetics 20c, 10 lbs. of clothing 20c, 10 lbs. of footwear 20c, 10 lbs. of accessories 20c, 10 lbs. of household goods 20c, 10 lbs. of furniture 20c, 10 lbs. of appliances 20c, 10 lbs. of electronics 20c, 10 lbs. of toys 20c, 10 lbs. of sports equipment 20c, 10 lbs. of travel gear 20c, 10 lbs. of outdoor gear 20c, 10 lbs. of camping gear 20c, 10 lbs. of fishing gear 20c, 10 lbs. of hunting gear 20c, 10 lbs. of gardening gear 20c, 10 lbs. of lawn care gear 20c, 10 lbs. of car care gear 20c, 10 lbs. of home care gear 20c, 10 lbs. of pet care gear 20c, 10 lbs. of health care gear 20c, 10 lbs. of personal care gear 20c, 10 lbs. of baby care gear 20c, 10 lbs. of senior care gear 20c, 10 lbs. of disability care gear 20c, 10 lbs. of long-term care gear 20c, 10 lbs. of end-of-life care gear 20c, 10 lbs. of funeral home gear 20c, 10 lbs. of crematorium gear 20c, 10 lbs. of cemetery gear 20c, 10 lbs. of memorial gear 20c, 10 lbs. of obituary gear 20c, 10 lbs. of newspaper gear 20c, 10 lbs. of magazine gear 20c, 10 lbs. of book gear 20c, 10 lbs. of record gear 20c, 10 lbs. of film gear 20c, 10 lbs. of television gear 20c, 10 lbs. of radio gear 20c, 10 lbs. of computer gear 20c, 10 lbs. of mobile phone gear 20c, 10 lbs. of internet gear 20c, 10 lbs. of social media gear 20c, 10 lbs. of email gear 20c, 10 lbs. of instant messaging gear 20c, 10 lbs. of video chat gear 20c, 10 lbs. of voice mail gear 20c, 10 lbs. of text messaging gear 20c, 10 lbs. of push notifications gear 20c, 10 lbs. of in-app purchases gear 20c, 10 lbs. of digital subscriptions gear 20c, 10 lbs. of digital advertising gear 20c, 10 lbs. of digital marketing gear 20c, 10 lbs. of digital analytics gear 20c, 10 lbs. of digital research gear 20c, 10 lbs. of digital development gear 20c, 10 lbs. of digital design gear 20c, 10 lbs. of digital content gear 20c, 10 lbs. of digital distribution gear 20c, 10 lbs. of digital promotion gear 20c, 10 lbs. of digital sales gear 20c, 10 lbs. of digital support gear 20c, 10 lbs. of digital training gear 20c, 10 lbs. of digital onboarding gear 20c, 10 lbs. of digital offboarding gear 20c, 10 lbs. of digital exit gear 20c, 10 lbs. of digital feedback gear 20c, 10 lbs. of digital survey gear 20c, 10 lbs. of digital interview gear 20c, 10 lbs. of digital focus group gear 20c, 10 lbs. of digital usability gear 20c, 10 lbs. of digital performance gear 20c, 10 lbs. of digital security gear 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## Veteran Members Outing Guests of Ten Year Club

Arrangements have been completed by the Entertainment Committee of the Ten Year Club which promise to make the Annual Outing to be held on Saturday, September 17th, at Plaaga's Grove, Hamilton Township, a banner event. Eat and drink are promised in abundance and a program of sports and other amusements scheduled. Jim Iretson and other committee members are working hard to insure a good time for everyone who attends.

All members are urged to make a special effort to be on hand to help in paying homage to those members of the Club who are veterans of World War II, and who have been invited to attend the Outing as guests. Over 50 such veterans have already signified their intention of attending, and it is hoped that a good turnout of the regular members will be on hand to greet them.

A complete list of the members of the Club who served in World War II follows. When it is realized that the majority of these men served as volunteers and, chiefly because of their ages and dependency statuses, would in all likelihood have been exempt from call by Selective Service, these men deserve particular credit:

B. Frank Armstrong  
John J. Barrett  
Edward J. Baumann  
Albert Baytel  
Emile C. Benoit  
Francis W. Berberich  
Charles Beiz  
William C. Bloss  
Kermit W. Bonner  
Elmer J. Boskov  
John F. Boulden  
Walter L. Braybrooke  
James G. Brothers  
Earl Bucklew  
Thomas A. Buis  
Horace F. Carl  
John T. Carr, Jr.  
Joseph P. Carr  
Guy Cavanaugh  
Clarence A. Chumbar  
Peter Cimbal  
Rizzio Cincia  
Elwell S. Clugston  
Walter W. Crane  
Anthony W. Crea  
William B. Dallas  
Paul F. Davis  
Oliver A. Deskint  
Harry Ditmar  
Charles F. Doherty  
Oliver I. Dol  
Harry Ehrenfeld  
Kenneth Emmons  
Anthony V. Esposito  
Harry Farnsworth  
James J. Flavin  
James R. Flynn  
Fred Foster  
Anthony J. Frascella  
Louis A. Galloni  
George M. Goeller  
Richard A. Goldy  
Samuel G. Hann  
A. Realeaux  
Frank W. Higgins  
Norman G. Horner  
John H. Hulse  
William Fred Hunter  
Howard F. Koons  
John J. Kownacki  
George A. Kraus  
Thomas L. Lahar  
David R. Laweche  
Sebastian Leud  
Norman F. Lister  
George J. McCann  
Charles J. McGinnis  
Leon McVey  
Julius J. Megules  
James M. Parker  
Russell Parker  
Anthony Pascuzzo  
William V. Paul  
George Pond, Jr.  
Lawrence A. Polewich  
Joseph C. Reed  
Robert R. Rice  
W. Kirk Schanck  
Lemuel F. Seale  
James T. Schuster  
Emil E. Sherbaum  
Raymond A. Simpson  
J. John Smith  
John H. Stephan  
Benjamin F. Stokes  
Joseph E. Tallon  
Elwood H. Taylor  
Carl J. Tegan  
John J. Timmons  
Ernest G. Topping  
J. Howard Van Bantuyssen  
Archibald Van Blarcom  
Frank Van Syckle, Jr.  
Joseph S. Vizzini  
William Walmsley  
Robert E. Wilcox  
Michael Yanniello  
Howard Ziegler

## Suggestion Box

Perhaps you have been wondering about that suggestion you were going to send in someday. It may be that a topic for your thoughts is not readily presented itself, or perhaps it occurred to you that it was not of sufficient importance to bother with. In either event you might be interested in knowing the subject matter of other suggestions. For your information the following list of suggestions received between January 1st and June 30th of this year is itemized. It shows what other employees are thinking about. Many of these suggestions have not been evaluated; others have been rejected or placed in a category of "being done," while still others have been accepted.

1. The use of printed forms for construction work reports.  
2. Purchase of reel and puller for wiring conduits.  
3. Employee gathering to honor servicemen.  
4. Painting inlets to prevent curb discoloration and, chiefly, expansion joint clearing on bridge approaches to prevent slab creeping.  
5. Placing signs along inland waterways for guides to cruisers.  
6. Use of colorless curing compound on concrete pavements.  
7. Wet pavement cautionary signs for bridges.  
8. Enlargement of the office of public relations.  
9. Installation of side arm mirrors on all motor vehicles.  
10. Merit ratings for motor vehicle operators.  
11. Use of liquid weed killers.  
12. Group instruction for field employees.  
13. Electric windshield wipers for trucks.  
14. Redesign of signs at highway intersections.  
15. Duplicate copy of merit ratings for all employees.  
16. Improved equipment and buildings for engineering personnel.  
17. Method to prevent deterioration of guard rail posts.  
18. Revision of requisitioning numbers.  
19. Elimination of red neon signs from properties adjacent to highways.  
20. Purchase of truck tower and reel trailer.  
21. Bell in truck cabs for signaling driver.  
22. Redesign of directional signs.  
23. Placement of waste receptacles along roadsides.  
24. Installation of motor operated draw bridge gates.  
25. Flood lights for bridge operators' houses.  
26. Revised design for manually operated drawbridges.  
27. Standard scale for property maps and construction drawings.  
28. Transition curves for highways as standard practice.  
29. Group insurance for highway employees.  
30. State ownership of permanent field plant sites.  
31. Educational courses for motor vehicle operators.  
32. Concrete shoulders and curbing on hills.  
33. Metal braces for barricades.  
34. First aid service at Fernwood.  
35. Traffic control for workers' protection.  
36. Servicing of surveying instruments.  
37. Rubber more fully utilizing the native growth along our roadsides for plantings.  
38. Appointment of administrative and advisory committees to handle the State Highway Library.  
39. Subscribing to periodicals of special divisions' interest.  
40. Change of method of identifying construction jobs.  
41. Use of rectangular coordinates in making computations.  
42. Reserve trucks for emergency use.  
43. Revision of rates of reimbursement by zones.  
44. Magnet for removing metal from shoulders of highways.  
45. Draining islands and circles toward center.  
46. Required truck air pressure stenciled on dashboards.  
47. Standard office memorandum forms.

## THE HIGHWAY

### Is Careless Driving Contagious?

Highway Department Vehicles Involved in Increased Number of Accidents

In THE HIGHWAY last month your attention was called to the booklet "It's Your Life" of which you received a copy. The booklet pointed out that motor vehicle accidents and deaths are approaching new record highs in United States and in New Jersey.

Similarly a look at the record of accidents involving Highway equipment and motor vehicles in the last three weeks gives rise to the inference that our Highway operators and drivers have suddenly become victims of an epidemic caused by a virus of carelessness. We do not know how otherwise to explain the sudden rash of accidents. While most of our accidents were minor, and the number for the 1946-47 season. It is hoped that one of the Department's top officials will be on hand to roll the first ball down the Curtis Alley.

Representatives of the ten teams met with President Kucker during the week of August 12th and a completed arrangements. Those in attendance were as follows: President Kucker, Jimmy Walter (Maintenance), Bob Eltinger (Machine Shop), Jim Brothers (Traffic Captain), Earl Storer (Maintenance Sign Painter), Frank Walsh (Electrical), Charles Philhower (Fernwood Inspection), Ed McCabe (Equipment), Joe Buvel (Fernwood Guards). Two other teams representing the Fernwood Office and a guest of Ex-G.I.'s now back on the job will also enter the league competition but were not represented at the organization meeting.

In regard to the arrangements, particular note should be taken of the change in the bowling night from Friday to Thursday and a shift in the time from 6:45 to 8:45 in the evening. Such a change was made necessary because the Curtis Alleys could not provide sufficient room on Friday nights for a ten team league, and offered the Thursday night time as an alternative. Another change in the arrangements involves the dropping of the two halves schedule and the adoption of the Shaughnessy System. Hereby the teams finishing in the first four places at the end of the season will compete in a special playoff.

League Officers for the coming season, in addition to President Kucker include Vice President Tim Brennan and Treasurer Russ Cook. Everything points to a banner season and anyone interested in bowling should contact President Kucker who, in turn, can put you in touch with the proper team representatives who may be in a position to give you the full details of the league. It is particularly fitting for Highway employees to show a marked increase in accidents. We should set an example for others in safety, not in carelessness.

Incidentally, not the least important aspect of the matter in the procurement of repair parts and replacement of the present impossibility of obtaining new vehicles, is the likelihood of a definite breakdown in transportation facilities. In other words if we keep on wrecking the Department's automobiles and trucks, we will have to walk to our assignments.

We had a good record. Let us get back into the groove and apply the elementary rules of care in the Safety Manual. Let us and should push safety and lower the accident rate. Let us act like thinking humans and preach and practice good sense and safety. If we do not, we may find Old Doc Discipline giving us a shot of anti-carelessness vaccine.

CHARLES L. LEVINE,  
Chairman, Safety Committee.

50. Purchase of sewer cleaning equipment.  
51. Rearrangement of Trenton central drafting room.  
52. Recognition of Highway Library by State Librarian.  
53. Use of "window envelopes" by Department.  
54. Modification of island shoulder design.  
55. Revision in "As Built" Right of Way plans.  
56. Deletion of property owners' names from construction plans.

## Bowling League Opens Sept. 12th

Chris Kucker, President of the Highway Bowling League, announced that Thursday, September 12th, will mark the opening of the Department's Bowling League for the 1946-47 season. It is hoped that one of the Department's top officials will be on hand to roll the first ball down the Curtis Alley.

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CHARLES L. LEVINE,  
Chairman, Safety Committee.

## Fernwood Gardens Yield Bumper Crop

Department employees continued cultivating the Gardens at Fernwood and have enjoyed most excellent results. Bumper crops of beans, corn, potatoes and other garden products have been harvested. In results this year, it would seem that the soil at the Fernwood Gardens, which had lain idle many years prior to the cultivation during the war, is finally responding in good measure to the intense fertilization of the amateur gardeners. As reports, this year's yield is the best yet.

## Administration Division

ARTHUR EGAN

Mr. and Mrs. Marvin L. Howell have received word from son, Fred, that he has been selected as Co-Captain of the State Field College 1947 Baseball "Dixie," as he has been named as the first pitcher. Fred is a senior at the State Field College and was cut short in 1942 when he entered the AAF as an aerial gunner.

Mr. Charles A. Hurley, brown and fit, the result of long week-ends at his home in Ortle Beach.

Wedding Bells are soon to be rung for Kermit Bonner. On Sept. 17th, Kermit will be married to Miss Vera R. Rogers of Palmyra. Miss Rogers is an employee of the Farmers' Reliance Insurance Company of Trenton.

We enjoyed some hearty laughter listening to Harry Hill relate his experience of a fishing trip with a long-tailed Skipper. The climax of the whole affair came when the Skipper, realizing he was near a sand bar, shouted an order for everyone to rush to one side of the boat. The boys misunderstood the order and rushed in the opposite direction, resulting in the boat becoming fast on the sand bar. All efforts to dislodge the boat failed and the boys were marooned overnight.

Ernest J. Birch, Jr., son of Eric Birch, our Chief File Clerk, has turned benedict as of July 27. He is now in the service of the former Miss Ruth Foy of Trenton, N. J.

John Kownacki is spending his Saturday assisting the Naval Reserve, of which he is a member, with the formation of the local branch of the Reserve. It is to be commended for giving him a time and effort, gratis, to this worthy cause.

Harry Hill informs us that his son, Bill, won top honors in a contest recently conducted by the Thermoid Rubber Company for a short essay on the slogan "What Thermoid Makes Makes Thermoid." Bill is 18 and a recent graduate of the Trenton High School.

CHATTER: This being vacation season, many members of the Division are off to their favorite haunts. Frank Dunn well-tanned after ten days at Point Pleasant. Frank Allen smiling following his vacation. . . Frank Torke and his wife—on a motor trip—send cards from Laurel, Md., where they enjoyed a short stay. . . Jim Corle visiting here and there for a few days. . . Viola Gallagher just returned from a visit to Long Island. . . Clyde Case joins his family for a stay at their summer home in Glen Head, N. Y. . . Helen Caspi goes farmerette and spends some time on a farm of her relatives. . . John Gulch away for a week to his vacation home. . . Pete Cimbal off to the seashore for his vacation. . . Ernie Birch and his wife resting up for a week at Seaside. . . from Bushkill Falls, Pa., we heard a cry of "Hooryay, Pleth!" . . . from Sarah Schuman, where she vacationed for a week. . . Wildwood, N. J., is the scene of a vacationland for Mr. and Mrs. Egan. . . Del Samschoon recently spent three days peripatating around New York City. She was a guest at the Edison Hotel.

## DISCUSSING PARKWAY ALIGNMENT



Governor Walter E. Edge, State Highway Commissioner Spencer Miller, Jr., and State Highway Engineer Charles M. Noble take part in an "on the spot" discussion of the Route 4 Parkway at Iselin in Middlesex County, not far from the site of the Edison Memorial at Menlo Park. Others in the picture are Edward W. Kilpatrick, Assistant Highway Engineer, Oliver Deakin, Parkway Engineer, and Fred C. Claus, District Engineer of Survey and Plans.

## Col. Gray Named To Post Vacated By Mr. Connett

Former State Property and Gasoline Administrator Appointed as Executive Assistant

State Highway Commissioner Spencer Miller, Jr., has announced the appointment of Col. Alexander P. Gray to the post of Executive Assistant, a position made vacant by the resignation of Mr. E. V. Connett.

Col. Gray is known to many State Highway employees as the former State Property and Gasoline Administrator whose office was formerly located in the State House Annex. He brings to the Department the qualities of a time and effort, gratis, to this worthy cause.

Under the direction of Harold Jemison and Gene Palmer, first honors were won by Brackel and Joe Tuiel in the runner-up spot. Dick Snyder and Virgil Angelini were the dark-horse team, but succumbed to Brackel and Wargo in the semi-finals.

Joe Henry's Wildcats, sparked by the spirit engendered by Jack "Fat" Fulton, trounced Henry Brackel's Duck Islanders in a softball game. Jack, unfortunately, was the only casualty of the game when he fell flashing to first base in the latter innings and wrenched his shoulder. Joe's heavy hitters had Tony Pasquino out in the bushes back of left field for almost the whole duration of the game.

John Patrick, the Club's most dependable chef, found two excellent assistants in Jim Malloy and Bill Carnival, who dispensed sausages, hamburgers and wieners throughout almost the entire duration of the game.

Other members of the Entertainment Committee who were to be complimented for their efforts included Ken Craft, Mike Lesnak and Clarence Sales in the Thrift Department, Kirk Schanck and Russ Henry in the Corn and Seafood Department, and John Madden and President Gene Becker, who were all over the place. Door prizes were awarded to the G.I. guests through funds furnished by Club Member Charles Fearley, who all through the war managed a fund established to help TLE HIGHWAY to Department employees serving in the armed forces overseas via air-

# THE HIGHWAY

VOLUME 5 - NO. 2

TRENTON, NEW JERSEY

SEPTEMBER, 1946

## THE HUMAN COST OF HIGHWAY ACCIDENTS -- AND A PLEA

In the center of city after city throughout this land these days there will be seen large "temperature" charts or other visible indicators which point to the number of persons who have been killed in automobile accidents within that city during the current month or year. Many times these charts contrast the number killed during the current month or year with those killed during a similar period a year ago or in 1941. The year 1941 is frequently selected because in that year the total killed was 40,000—an all-time high. That figure is used by National Safety Committee as the "horrible example" that must never be repeated again.

Economists tell us that the economic loss of motor deaths and accidents exceeds a billion dollars a year. Statisticians remind us that in ten years before World War II more American citizens were killed on the streets and highways of America than all the American soldiers, sailors, marines, airmen and nurses who were killed on all the battlefields of the world. It is a grim tale.

But behind the statistics of traffic accidents are the human costs—young lives snuffed out; old lives hastened to their graves; homes broken by the loss of the breadwinner, or the wiping out of the oncoming generation or perhaps the ending of a brilliant career. These are some of the human costs of highway accidents which charts, pictures and even press accounts never completely reveal. These human costs should make us all stop and ponder and act.

We can do something about these traffic fatalities. We can ourselves drive carefully, keeping our cars always under control. We cannot only think for ourselves but we can attempt to think about and for others. Courtesy on the road makes for safety of the road. The Golden Rule of the Road is "to do unto others as we would that others did to us." We have almost made the motor car an extension of ourselves; it is certainly an important mechanism in the homes of nearly 30,000,000 Americans.

We hear it said at times that "pedestrians are traffic"—so stated it carries a sub-human meaning: Automobiles are traffic; pedestrians are persons. The lives of pedestrians are sacred; their deaths are the human costs of traffic fatalities.

But as highway engineers we can do more. We can build safe roads and eliminate these hazards which tend to increase accidents and not diminish them. Already in New Jersey we have led the way—eliminating busy intersections at grade, introducing center malls or dividers on roads; devising ways to end left hand turns.

We dare not delay the addition of every factor of safety we can build into our roads. The funds can and must be provided until the highways on which the people travel are as safe as engineering skill and research can make them. This is our present duty and our future opportunity.

Spencer Miller, Jr.  
State Highway Commissioner

## Eugene V. Connett Forced to Resign Through Illness

Sponsored Many Changes in Employee Relations

The resignation of Eugene V. Connett as Executive Assistant to the State Highway Commissioner was announced by Commissioner Miller at a stated meeting of division heads of the Department



EUGENE V. CONNETT

on Tuesday, September 17. At the same time it was made known that Col. Alexander Gray would take over the duties of the office. Mr. Connett's resignation, effective October 1, came as the result of a prolonged illness and upon the advice of his physician. Since early in the spring he has been in poor health and since that time he was forced to take a leave of absence from his departmental duties. More recently he has made an effort to carry on a reduced schedule, but even this has proved more than his doctor would permit.

In accepting the resignation of his assistant, Commissioner Miller said, "Few men in the history of the State Highway Department without background and experience in the field of highway administration have contributed so much to the morale of the Department within and the service of this agency to the public at large. Mr. Connett leaves the active administration work with a unique record of accomplishment and with a host of friends and well-wishers. It is a matter of great good fortune to the Department that he has consented to serve as a consultant."

Mr. Connett was appointed to the Highway Department staff by Commissioner Miller in May, 1942. He brought with him a wide experience in business and personnel matters which he applied to his department work from the start. Perhaps foremost among the policies advocated was that of the "open door," whereby it was possible for any employee to seek counsel on matters pertaining to his or her employment. He was also instrumental in establishing the Fernwood Victory Gardens, the revised system of employee merit ratings, the reclassification of employees, the safety and suggestion committees, and many other developments within the State Highway Department. One of his first acts upon taking office was to start the publication of THE HIGHWAY as an employee paper.

The departure of Mr. Connett will be regretted by his many friends throughout all divisions and it is gratifying to know that he is to maintain contact with the Department in the role of consultant to the Commissioner. He takes with him a host of good wishes for a speedy and complete recovery.

## SET DINNER DATE

The Ten-Year Club will hold its 16th annual dinner at the Stacy-Trent Hotel on the evening of Monday, November 4. Members are requested to reserve this date so that a large turnout may be assured. Further details regarding complete arrangements will appear in the November issue.



**THE HIGHWAY**  
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In the Interests of Its Employees  
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**THE SONG OF THE ROAD**

As I came out by Biddenden  
There murmured in my ears,  
The song that all wayfarers men  
Have heard in all the years.  
And all the way, by hill and moor,  
That song went down with me,  
By Tenderden and Appledore  
And Romney to the sea.

The song that all wayfarers men  
Shall hear until they die,  
That haunts their dreams, and brings again,  
Under the open sky,  
Across the pent, unhappy hours,  
Across the changing towns,  
The gleam of little wayside flowers,  
The white tracks of the downs.

The feel of wind upon the face,  
The fragrance of the pine,  
The draughts of keen, exultant space  
That thrill the blood like wine,  
Blue, mystic distance, fold on fold,  
Luring from far away—  
The song Ulysses heard of old,  
And I heard yesterday.

And so I came through Romney marsh  
That holds no house or tree,  
Only the wide, sheep-dotted grass  
That once was sand and sea;  
Only the frail windmills that lift  
Against the sunset fire,  
And faintly pencilled on the drift  
The ghost of Romney spire.

And thus all day across the fen  
With me went slinging down,  
The road I found by Biddenden,  
And lost by Romney town;  
For all men come to sleep at last,  
As all roads to the sea,  
And winding in the dusk it passed,  
But left its song with me.

E. G. BUCKERIDGE

**EQUIPMENT ITEMS**  
JAMES O'ROURKE

Sympathies are extended to Frank O'Brien of the Fernwood office on the death of his brother who passed away at his home in Bound Brook; and also to Al Leuchters, whose stepfather died at his home in Trenton after a short illness.

On August 14th the stork visited the home of Joe Misaur, leaving an 11-lb. baby boy. A visit was also made at the home of John Civenky on Sept. 4th, leaving there a 7 1/2 lb. baby boy. Mothers and babies are doing fine and the fathers are O. K., too.

Father time is really convincing Jack Rochford that he is getting old, when his daughter and son-in-law, Mr. and Mrs. James Brothers, became the parents of a baby boy born on Sept. 5th. This makes Rocky a full-fledged grandfather.

Jack Leadem is another one who is getting old, having lost his eye in the quip pitching tournament at the Ten Year Club outing as well as leaving a brand new sweater somewhere on the grounds. Loss of memory usually goes with old age.

Walter Winchell Gore reported that the stork has been contacted for an early spring visit to the home of Jack Mountford of the Fernwood Stock Room. If Jack continues to listen to Larry Gore's

**Lands 620-lb. Tuna**

Despite bad weather that held this year's fishing to a minimum at Bailey Island, Me., Frank Devereux of Fernwood returned from his annual vacation with a recorded catch of a 620-pound tuna. Devereux battled this giant for twenty-seven minutes before bringing it to the side of the boat. This is not the largest fish he has caught, however, for in 1941 he landed a 664-pound tuna for which he received the Jacob Ruppert award.

**CONSTRUCTION COMMENTS**

FRED C. CLAUS

WOODLYNNE Bill Hurley  
UPPER MONTCLAIR Frank J. Spagnola

Upon returning from a restful vacation of fishing and hunting in the mountains of Vermont, Bob Haight, the ex-army captain from the Woodlyne office, originally from Hackettstown, has answered the call of the great open spaces and left for Alaska.

Bob is now working for the Army Engineers on the "Permafrost Project" at Fairbanks. His trip to the far north started by train as far as Great Falls, Montana, thence by a C-54 plane to Edmonton, Alberta. After a refueling for both the plane and himself, he took off for Fort Nelson, and Ladd Field, Fairbanks, where the men are feverishly working to complete experiments in layers of insulation between concrete and asphalt and other material, thereby keeping the heat of the installations from the permafrost. So they observe the winter reaction.

The vegetation is similar to that of South Jersey, as well as the terrain—that with a few hills to the north, but the time and half the government pays for overtime with double pay for Sundays and holidays gives it a different aspect. For further information, his new address is Robert Haight, S. Engineer, Field Office (Permafrost), A. P. O. 731, c/o Postmaster, Seattle, Washington.

At the luncheon following the opening of the Airport Circle Overpass (silent), Jim Fitzgerald was doing all the talking and Jim Flynn was doing the listening.

Howard and Carl Morrissey of the office with three other brothers complete the infield of the Clementon A. C. team except for the pitcher, Howard is a catcher and Carl plays 3rd base.

Mr. and Mrs. John Gerecke motored to Montreal, Canada, for a two weeks' vacation. John's quotations on prices in Canada are: 40c a lb. for butter, 12c for 4/5 qt. milk, bread (24-oz. loaf) 10c, 70c to \$1.00 for full course dinner, 4/8 gal. gasoline 35c, including tax.

Ethel Weiss, of J. A. Williams' office in Woodlyne, vacationed at Lake Stinson in central New Hampshire and stayed at the Weetucket Inn.

Harry Stover spent the last part of August in Flanders fields, but not growing in central New York. We know he has a private swimming pool at his disposal, and that he enjoys visiting the Big City.

If it had not been for his daughter Joan, we might not have known of the "Starling" and Robert W. Lee are his "tag" additions to the roster. These four last named men are Engineering Aides and are right at all are veterans of the service.

We have another Marine in the Department, John by name, no relation to our Tony; also a Waugh, Richard of the "Starling" and Robert W. Lee are his "tag" additions to the roster. These four last named men are Engineering Aides and are right at all are veterans of the service.

We can report progress on construction of Rt. 4, Sec. 22A, and Rt. 4, Sec. 5A, Erie RR Bridge and Approaches. Tony Marino, with Bill Kuzler as his aide-de-camp, has everything staked out nicely. His survey gang is comprised of Amento, Digiacomo, Deleue, VanBuskirk, Marino, and Waugh, Jr. Tony is going to lose his namesake, Johnny, to the Construction Division soon, as he is going on inspection. VanBuskirk contracted a bad case of poison-ivy while on survey work, but a hurried visit to the doctor arrested complications and he has mended nicely.

Rodger Coupe is "home" again at his familiar spot—we missed him during those two weeks he has at the Newark office.

Herb Englishman has acquired a few golf clubs—is he taking golf seriously? If so, some one ought to tell him that excavating in his rough is not a "putt-putt."

Henry Emerson, formerly of this office, has an addition in his family. It's a baby girl. Lots of love to Mr. and Mrs. E.

Sorry to report the following: Angelo Stivali, a newly appointed Engineer, died of an unfortunate accident on the Route 6, Sec. 22A job. Angelo was hit by a car and

"Bill" Voorhees is back at work after an illness of two weeks.

**BRIDGE BRIEFS**

A. J. LICHTENBERG

Chairman Wilbur H. Spencer completing arrangements for Bridge Division Club Dinner to be held at the Harry Inn, Cranbury, October 10. The meeting will be held after the very successful Night of last year and a program of music and entertainment will supplement the dinner-gram. President Sven Hedin and award club citations to members returned from the Military Service. Officers for the coming year will be elected. Petersen is chairman of the naming committee.

I'm done with dames, they cheat and they lie. They prey on my mule. To the day that I die. They tease and torment. And drive us to sin—Hey! Look at that blonde. That just came in.

Meeting with Betty Durkin at Vic Rice's golf range, it seems that next to her three-month old daughter, Betty Barbara, her chief interest is that of her husband's enthusiasm for golf.

Somewhat belatedly we brush off the welcome mat for Pat Delbrusco, newly with the Laboratory.

Leah Jackels, down from Buffalo for a brief stay, found time to drop in on her Highway "pals" to say hello.

Our sincerest sympathy is extended to Helen and Joe Tallon on the recent loss of Joe's brother.

Our thoughts at this time are also with Gene Anderson upon the loss of her sister.

Closing the vacation season... Dorothy Hunt, sojourning at Neponset, Long Island, included the production "Carousell" on her numerous trips into metropolitan New York... Jennie Housman in Cape Cod... Mary Cunningham week-ending at Seaside Park... Marylyn Siddall on a farm in North Jersey... Florence Miller motorizing through the New England states... Peg Cullen at Lakeview Lodge... Mary Harris at Stokes Forrest... Lillian Hap's itinerary included Buck Hill Falls, the shore and Washington, D. C.

**Administration Division**  
ARTHUR EGAN

Commissioner Miller was a speaker at the Labor Day Services held in the Cathedral of St. John the Divine in New York City, where he has spoken frequently in the past.

A. Lee Grover attended a directors' meeting of the North Atlantic States Highway Association. The meeting, which was held in New York City, was for the purpose of making arrangements for the Highway Association Convention to be held next February. With the lifting of war time restrictions, it is expected that the convention will have its largest attendance in recent years.

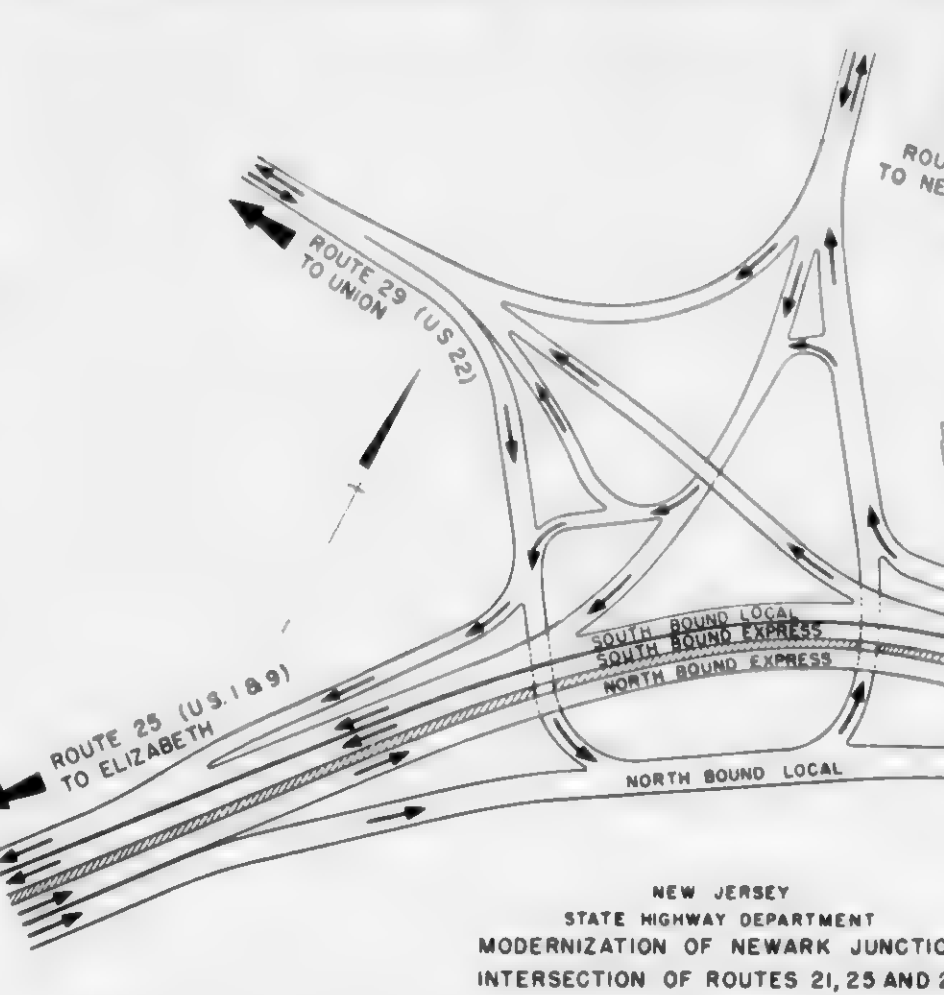
Irving Schmidt is back on the job again following a thorough check-up at a Newark hospital. He is good to report that his trouble was not serious and that after a few weeks of diet he will be in excellent health again.

Evidently John Moore is not a victim of superstition. John celebrated his birthday on Friday, September 13, and planned to attend the races at Garden State Park. We hope he did not encounter any black cats, walk under any ladders, or break any mirrors on the way. We wish him many happy returns both in birthday and at the track.

On Saturday, September 7, Kermit Bonner was married to Miss Vera Rogers of Pemberton. Following a wedding trip, the newly-weds will make their home in Trenton.

Prior to the wedding, Kermit had tendered a bachelor dinner to members of the Coast Department. The excellent food and fine

**Newark Junction Intersection Being Modernized**



The above plan shows the redesign and modernization of the intersection of State Highway Routes 21, 25 and 29 at Newark Junction. The reconstruction of this intersection will go far towards relieving traffic congestion and reducing accidents at this location. This work is being carried on as a part of the general reconstruction of Route 25 between Elizabeth and Newark, and is part of the contract of Poirier and McLane.

refreshments made the dinner a pronounced success. Kermit received much questionable advice from his co-workers. Johnny Kovnack was in charge of arrangements and Elgin Meyer served as toastmaster. Responses were made by Charles Hurley, Paul Cramer, E. R. Meyer, Gene Palmer, John Moore, Frank Torke, Ed McElroy, Frank Dunn, Len Leighton, Earl Hankinson, Ed Downs, Charlie Abr, Charley Walker, Champ Cintis, John Kovnack, Frankie Lacomchick, Frank Suchocki, Jim Corle, Frank Kimble, John Egan, George Eganach and Bill Ward.

The Keypunch Operators of the Coast Department are being moved to the Department's new tabulating room in the basement. After having the girls and their panaches with us all these years, it will seem strange without the rhythmic pounding of the machines. When the tabulating system was first inaugurated by the Department, the punching was handled by Johnny Egan and Irv Schmidt. Many of us are hoping for some time, here's hoping he will soon be able to return to work. During his absence Assistant Foreman Harold Rush is carrying on for him with the help of Foreman George Rusling.

Foreman Sydney Webster, of Newton, has been on the sick list for some time. Here's hoping he will soon be able to return to work. During his absence Assistant Foreman Harold Rush is carrying on for him with the help of Foreman George Rusling.

Another of our maintenance foremen who was ill recently is Arthur Wilcott of New Brunswick. Art, too, has our best wishes for an early recovery.

Jimmy Walter returned recently from several weeks' vacation. Jimmy really got around. He spent the first week in Canada and the second down in Virginia.

Ernest Desmer, who works in Foreman Raymond Hildebrandt's crew, returned to work recently, after being off for some time ill.

Another of our employees who returned to duty recently after having been away from the job for several months was Alvin Koenig, of Foreman L. C. Elp's crew, operating out of Netcong. Mr. Koenig is one of the real veterans of this gang, having been employed since October 16, 1930.

Postal cards received by Luke Fay's friends down in Neptune indicate that he is having an enjoyable time on his vacation motoring through New England and Canada.

Gerry Cahill has returned to his residence in Trenton after having spent the late summer months on West Point Island, Lavalette.

Raymond "Ducky" Drake is now convalescing at his home following an appendicitis operation undergone at a local hospital. Ducky is making a good recovery following the operation and we

**PLANNING SURVEY**

JOSEPH NATALE

NEWARK

Jack Taylor, Traffic Enumerator, is the proud father of an 8-lb. baby girl. At the time of her arrival Jack was working, which probably saved him many steps and lots of shoe leather, but may have been rougher than usual on the seat of his pants. Mother and daughter are doing nicely. Congratulations, Jack, and we hope the next one is a boy.

On Friday, August 30, the "loquacious" Wes Bellis broadcast for the Newark Safety Council over Station WAAT. Those who were lucky enough to be listening finally heard the sound of Wes' voice.

Charles Hurley, Jr., went from State I. B. M. machines to Army I. B. M. machines and is now back again to State I. B. M. machines. To us it sounds like a horrible nightmare, but Charley seems to thrive on it.

With Juan Delgado, our transportation manager, on vacation, we all wondered how we were going to get back and forth to the office. However, by putting all our faith in providence, we all managed very nicely. Now Juan is back, so we won't have to work providence quite so hard.

Watching Al Maspoli one day somehow reminded us of Andy of the famous Amos and Andy team. Al's lips were moving, his eyes were focused on infinity and his pencil was poised and ready but stayed poised... "one million... seven million..." Why don't you give the darn stuff away, Al?

It's tough to have Jack "Stretch" Meyer on vacation. On sunny days we miss those long shadows, besides having no one around the office whom we can threaten to "whittle down to our own size."

In passing Hervey Doane's ex-cart the other evening, we noticed a hand basket drape over the steering wheel and wondered whether Hervey had patented this new and unique wheel lock. It was for sure because the keys were still in the car.

Joe Costello, of Foreman Jim Laing's crew in Newark, has served his home ill for several weeks.

**LABORATORY LINES**  
Norm Schaller

Several members of the Laboratory force spent an exciting week-end of fishing at Bud Wahl's summer home at Harvey Cedars. Those who made the trip on September 13 were Herb Diefenderfer, Jim McDonough, Tom MacRorie, Harry Thompson, Eddie Baumann, Ed Fleming, Wynn Allen, Glenn Clendenia and Dalby Lynch.

Peg Beatty recently spent a miserable day at the Laboratory. Some time after arriving at work she discovered the large diamond in her ring was missing. A search of the Lab building revealed no diamond, but we are happy to say that a careful search of her home that evening did uncover the diamond and it is now tightly placed in the ring where it belongs.

Heartfelt sympathy is extended to Gene Anderson upon the death of her sister, Catherine Kelly.

We also wish to express our sympathy to Joe McGrath upon the death of his sister who was a teacher in the New York City school system.

After a long stay in Italy with the U. S. Army, Wendell Sherman, son of Mr. and Mrs. Ralph Sherman, arrived home on September 14. He was on the ship Antioch Victory which broke down in the Azores, causing a delay of eleven days in reaching New York.

**MAINTENANCE NOTES**

GENE BECKNER

One fellow who has solved the housing problem, at least for the summer months, is Jim Dowling, of the Trenton Office. Jim has acquired a house trailer and has been living in it for the past several months. With the approach of winter, he is arranging to place the trailer in storage and will seek more permanent quarters.

Foreman John Rankin, of Manassas, came in for special commendation from the Borough of Brielle recently for his cooperation with the local police at the Manassas River bridge. Congratulations, John!

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## RUNAWAY ROLLER DODGES TRAFFIC IN MAD DOWNHILL DASH

Operator Sustains Injuries in Freak Accident

But for the presence of mind and courage of Hubert M. Ivins of 241 W. 3rd Ave., Roselle, a runaway power roller might have caused no end of disaster to the traffic on crowded Route 24 on the afternoon of August 28.

Ivins, a roller operator out of the Dover garage, was working on a black-top repair job under the direction of A. J. McManus on the afternoon in question. The time was 5:15 and as usual at this hour the highway was well filled with homeward bound traffic.

The roller, a 12-ton affair, was about to start down a long grade when Ivins discovered to his horror that a mechanical coupling between the motor and the transmission had broken, leaving him without means of holding the roller back except for the brakes which were entirely inadequate under the circumstances.

As he gathered momentum down the hill, Ivins mapped out a course of action. At the bottom of the grade, down which he was rushing, was a slight rise followed by a second downward grade. At the foot of the second grade the roadway curved to the left, but at this point a lane leading to the Canoe Brook golf course led straight ahead. It was at this point that he figured to leave the highway and lose his momentum, which was later estimated to be in excess of 50 m.p.h. on the lane.

His plans were wrecked, however, when hurtling to the top of the hill above the golf course he discovered a small boy standing squarely in the center of the lane. Ivins frantically tried to wave the youngster aside, knowing that the roller would never be able to negotiate the curve ahead. The child, held spellbound by the sight of a roller breaking all speed laws, refused to move, however, leaving Ivins no choice but to stay on the highway and take his chances with the curve.

What happened in the next few seconds will never be actually determined, but Ivins recalls starting his turn to the left in an effort to stay on the road, then feeling the roller tipping over as he jumped clear. He and the roller came to a halt some distance from this point, both well off the highway.

Ivins was rushed to the Overlook Hospital at Summit where it was determined that he had suffered a fractured ankle and a sprained wrist. The roller was brought to Fernwood where it will be taken down in an effort to determine the cause of the mechanical failure which resulted in as wild a ride as anyone would care to take.

At this writing Ivins is once more on the job, his broken ankle held firmly in a cast.

## THE HIGHWAY

### REAL ESTATE REPORTS

MORRIS BALBRESKY

John W. Aymer states that the market for real estate is improving, but that it is still a long way from being a boom.

Frank Skillman is vacationing in the Maine woods.

Jim Laffan has returned from spending some time in Atlantic City. He says the swimming at the Ambassador Pool can't be beat.

Lillian Naples is back at her desk after spending a week in the Poconos.

Agnes St. John is still under the doctor's care, having suffered a relapse after returning to her duties. Here's hoping for a speedy recovery.

I thought it would make interesting reading to our "customers" to know a little about the employees in the Real Estate Division, so in the future there will be presented for your approval a brief history of our co-workers in this division. We start with John W. Aymer, Supervisor of Appraisal and Negotiation. Born in Jersey City on October 24, 1887.

Lapse of Years During his "Growing Up" Period. — We now find J. W. at Princeton University, where he graduated with the degree of C. E. Having learned everything that his Alma Mater could teach him, he joined the faculty and taught such subjects as Descriptive Geometry, Mechanical Drawing and Surveying.

March 16, 1928, Trenton, N. J. Aymer joins select group in the N. J. State Highway Department, assigned to Right of Way Division. His work consisted of negotiating for the acquisition of right of way, making estimates and appraisals of values of real estate, etc. With the administration of Commissioner Miller, Mr. Aymer was placed in charge of the Real Estate Division, which position he still holds.

"Where can we move with the housing shortage?" "When do we get our money?" "Any houses for sale?" "Must we vacate by October?" — these are only a few of the problems confronting the man who is playing an important role in the postwar era of modern road building. When asked to comment regarding these everyday problems, he replied, "Do you think they are problems? I'm worried right now about my income tax return for 1946."

With 148-203-181 totaling a neat 532 for the year, the White Line Painters showed they will be in the running by taking two games. Equipment continued to take honors for high scoring when they spilled the pins for 867 in their opening game. The next best team score was made by the Maintenance Painters, hitting 849 in their second game.

"Porky" Stevens set the pace for the league with games of 179-160-194 for a total of 533. Frank Dunn was right on his heels

## Hydrauger Drills Beneath Roadways At Great Saving of Time and Money

Unique Device Also Allows for Free Flow of Traffic During Drilling Operation

The word "hydrauger" is one which you may be familiar with at the present time. Nevertheless, an apparatus with this name is saving the State Highway Department thousands of dollars each year as it bores way under concrete slabs in all sections of the State. Were it not for the hydrauger it would be necessary to tear up sections of highway whenever it became necessary to lay electric conduit under the slab.

Such an operation besides being expensive would, of course, derange the free movement of traffic as well as endanger the lives of workmen.

The hydrauger is really a drill driven by compressed air which is supplied from a compressor. An attachment at the head allows the operator to apply required pressure on the drill head and also to keep it on the required alignment. While the drill is going on, a stream of water flows from the drill back through the hole keeping it clear of refuse.

Before deciding upon the drill, he drilled in the field, a thorough check is made with local telephone, power, and telephone companies to make sure that the path of the proposed drill is clear. When this is done, a pit is dug at one side of the roadway and the hydrauger set up at an elevation just below the bottom of the slab. Careful alignment is made and the drill is set in operation.

Recently at the Airport Circle near Camden the hydrauger crew went to work with their ingenious little machine, laying conduit for the new electric sign which will guide traffic around the improved intersection. The pictures appearing on this page were taken on that occasion and show in detail the steps of the operation.

The entries and scores were as follows:

	Gr. Hcp	Net
1. Jack Stephan	91	12
2. L. C. Peterson	88	18
3. Russ Geller	87	20
4. George Heffner	86	21
5. Steve Barnocky	89	23
6. Fred Baumann	88	24
7. C. Dobbin	108	25
8. Morris Goodkind	108	26
9. Frank Gephart	108	27
10. Pete Cimballa	112	29
11. Dick Snyder	114	31
12. Alex. Muir	118	35
13. Russ Cook	119	28
14. Mill Swackhammer	119	30
15. Bill Wildhood	128	40
16. Betty Levie	128	40
17. George McCann	139	45

Kickers First Prize

Just by way of explanation of that 17th place customer, we might say that this tournament marked only the third time George McCann has played a complete round. Under these circumstances, that 130 is most respectable.

Steve Barnocky and George Heffner, under whose direction the tournament was held, are to be complimented for the excellent arrangements. It is planned to appoint a committee to work on future tournaments and with sufficient advance notice, it is hoped that the next event will attract a much larger list of entries.

Sixteen men and one lady participated in the tournament and



# THE HIGHWAY

VOLUME 5 — NO. 3

TRENTON, NEW JERSEY

OCTOBER 1946

## COLONEL GRAY TAKES OFFICE



On October 1, Colonel Alexander P. Gray assumed his duties as Executive Assistant to Commissioner Miller, with offices in the State House Annex. Perhaps the most important phase of this work will be the handling of personnel matters and in this Colonel Gray will maintain the "open door" policy of the Commissioner in his dealings with Highway employees. The above photo was taken shortly after the new Executive Assistant joined the Department.

## Damaged Bridge Carries Traffic Twenty-nine Days After Failure

Timber Structure Spans Sunken Portion of Route 35 Bridge Over Manasquan River

The Route 35 bridge over the Manasquan River between Brielle and Point Pleasant is once again carrying its full quota of seashore traffic after staging a spectacular come-back following the dramatic accident that received national prominence.

This record recovery is a tribute to the fine teamwork of our Bridge and Maintenance Divisions and to the efficiency and experience of the men who performed the work.

After tereos and limonias had destroyed the piling under one of the river piers, allowing the bridge to sink many feet at this location, the Highway Department was confronted with the problem of putting the bridge back in service in the shortest possible time.

At first it was considered economical to construct a timber structure which would be supported by the sunken portions of the bridge. Further investigation, however, disclosed that it was entirely possible that further settlement might take place, so this plan was abandoned and a decision was reached to cut holes in the reinforced concrete deck of the damaged spans and through these holes drive piles upon which the temporary timber structure would rest.

The entire job was completed within a period of 29 calendar days after the failure. In the words of Commander Charles M. Noble, "The energy, good judgment, organization teamwork, untiring devotion to duty, and will to do in the face of all obstacles, which accomplished this job in record time, are in the best traditions of the New Jersey State Highway Department."

The work was under the supervision of Alexander W. Muir, Superintendent of Maintenance, and Morris Goodkind, Bridge Engineer, who interrupted a vacation nearby Asbury Park to play an active role in the construction.

Others directly connected with the work were: F. D. Woodruff, Assistant Superintendent of Maintenance; Charles Willmott, Supervisor of Bridges and Structures; Kenneth B. Craft, Supervisor of Materials; Curtis D. Weller, Real Estate Engineer; John Thompson, Foreman; Frank Eckert, John B. Thomson, Harry Ris-Howard, Opdyke, Stanley En-Ver, Lester Johnson, Mark En-Ver, Grover Wilson, Reuben Adams, Russell Collins, Virgil

## What Is the Five Year Plan for State Highway Construction?

This question has been asked by some of the returning veterans to the Highway Department. It is a proper question for them to ask because the plan was evolved during the war years while they were in the armed forces. The Five-Year Plan represents a conscious effort on the part of the Department to evolve a comprehensive program of highway development for the State and a program for its orderly realization. In the past building has been opportunistic and at times determined by political consideration. The results have been that the system has developed without proper balance and that needed improvements on certain sections have lagged behind. The purpose of an overall plan is to view the State as a whole and study the development of each part with reference to the whole.

In his second annual message to the 117th Legislature of New Jersey, Governor Walter E. Edge, after reviewing the critical transportation problem in New Jersey and pointing out that in the last ten years construction had fallen behind actual needs, due in part to the depression, diversion of highway revenues and to the war, he said, "I am, accordingly, recommending a five-year highway construction program to be financed by annual appropriations in conjunction with the expected \$9,400,000 to be received under the Federal Aid Highway Act annually during the next three years. With the gasoline tax revenues showing every indication of reaching an all-time peak with the resumption of peacetime traffic, I am confident an adequate highway construction program can be financed on a cash basis. I wish to make this very clear: I am unalterably opposed to a long-term bond issue to finance these highway improvements, since the interest costs alone would amount to a very large portion of the principal and each generation in normal times should meet its own obligations. By following that formula you will always have a balanced budget."

The first step in this five-year program is the construction of Route 100 east of Route 25, from the Raritan River across the industrial areas and meadows to connect with the Lincoln Tunnel and the George Washington Bridge and the building of the North-South Parkway from the George Washington Bridge to Cape May with one branch going west of New Brunswick to Trenton. For these projects Governor Edge recommended the sum of \$10,000,000 each. While the Legislature reduced these amounts to \$8,300,000 each, a total sum of \$16,600,000 was in fact appropriated for the Route 100 Freeway and the Route 4 Parkway. The contract for the first section of the Freeway has already been let and awarded. Construction will begin this month. Bids for the first section of the Parkway have been advertised and the work on the Parkway will be begun next year. Thus we shall commence this year the first two major projects of the Five-Year Plan. In the next four years it is hoped with Federal aid and the support of the State Legislature to complete an important link on both of these controlled modern access arterial roadways.

But a Five-Year Plan includes not only these two modern major highway developments, the Freeway and the Parkway, but also other important improvements in the system. Such projects as Route 8-5, Route 6, the Camden Overpass, the Stickel Memorial Bridge and the widening of Route 25, to mention but a few, are included in the Five-Year Plan and have been designed to bring the whole system into balance and to carry forward this plan in an orderly and systematic way.

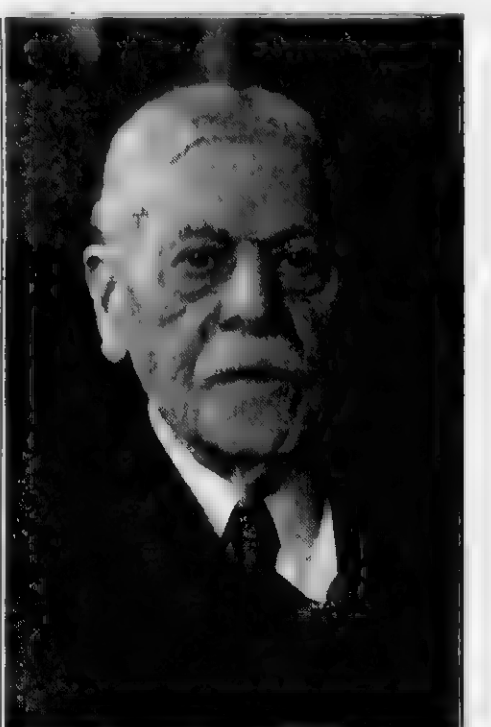
For these projects funds are not only appropriated by the State Legislature, but there is \$9,400,000 of Federal aid monies available for the next three years. With the decision on the part of the Legislature to discontinue the diversion of State Highway funds, it is hoped that in the next five years not only to embark on this great program of highway development and improvement, but to lay the foundation for a modern new highway system in New Jersey which will serve the transportation of tomorrow.

*Spencer Miller, Jr.*  
State Highway Commissioner

## Meeker Celebrates His 92nd Birthday As Usual - Working

Flowers and Congratulations Mark Occasion

His birthdays apparently mean more to fellow workers than they do to Robert Meeker, for, on September 25, which marked the 92nd anniversary of his birth, he was apparently the least concerned of all.



ROBERT MEEKER

His associates, however, refused to let the occasion pass unnoticed, for there were flowers on his desk and a whole lot of well wishing throughout the day. He took it all in stride and saw no reason for undue ceremony.

Mr. Meeker has been with the Highway Department, or its preceding agencies, for forty-six years and was the first highway engineer, a title then known as road supervisor. He played an active role in converting New Jersey's horse and wagon roads into modern motor highways and tells many interesting narratives of those days.

Mr. Meeker is in excellent health and vigor for a man who remembers in detail the Civil War. He seldom wears an overcoat, even in the coldest weather, and attributes much of his good health to the fact that he is inured to the chills of winter.

THE HIGHWAY is pleased to add its belated congratulations to this grand old man and wish him many more birthdays.

## 88 Will Receive Service Awards At Ten Year Dinner

Annual Gathering Set For Nov. 4th At Stacy Trent Hotel

The 16th Annual Dinner of the Ten-Year Club of the New Jersey State Highway Department will be held on the evening of Monday, November 4, at the Hotel Stacy Trent in Trenton. The time set for the affair is 6:30 p. m. Tickets have been priced at \$3.50 each and the menu for the evening will consist of a full course turkey dinner.

One of the highlights of the program will be the bestowing of service awards to those members who have completed 20 and 25 years with the Department. Thirty-seven of this group will be eligible for the gold pins symbolic of a quarter of a century's service, while 51 others will receive silver pins in recognition of their two decades of employment.

President Eugene W. Beckner announces that the entertainment committee under the direction of

## LAYING CONDUIT WITH HYDRAUGER AT CAMDEN



In this picture Dick Goldy, Mike Scarpone and Arthur Royson are feeding the drill of the hydrauger as it bores its way under the concrete highway at the Crescent Airport Circle in Camden.

In this general view, Supervisor Alcaid Wright, with jacket, and George McGinnis (left) look on as John Krol pumps water from the hydrauger pit. The abutment of one of the new overpasses at this intersection forms a drop-back to the operation.

John Krol and Arthur Royson are shown driving conduit through the hole made by the hydrauger. This is accomplished with the aid of a pneumatic hammer.



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### JUST FOR TODAY

Hail the menders of the street  
Sweating in the midday heat  
As they mix and dump and scatter  
Tons and tons of ebony matter  
That is rolled from curb to curb  
Fill the surface is superb.

Hail these menders of the city  
Who have made the highway pretty,  
But who scan their job with sorrow,  
Knowing well a bright tomorrow  
Brings the gas and water men  
Who will dig it up again.

### MAINTENANCE NOTES

GENE BECKNER

Ed Hankin, veteran bridge carpenter foreman, recently celebrated his 50th birthday. From Ed's appearance and the way he goes about on the job, we would never believe it if it wasn't for his own admission. Congratulations, Ed, and here's hoping you have 70 more.

Word comes to us that Clifford Rogers, who was formerly employed as Assistant Foreman Samuel Briggs' maintenance crew, will soon be able to return to work. Cliff has been away from the job since late last year, and we will certainly be pleased to have him back on the job.

Philip L. Voss, Engineer of Port, has finally gotten away on his vacation, seeking refuge from the deluge of entrance and opening applications that have flooded this division since last spring.

Lloyd Yawger, of Clinton, who is employed in Foreman George Fitzer's institutional road crew, is seriously ill confined to a Philadelphia hospital. He has our best wishes for an early recovery.

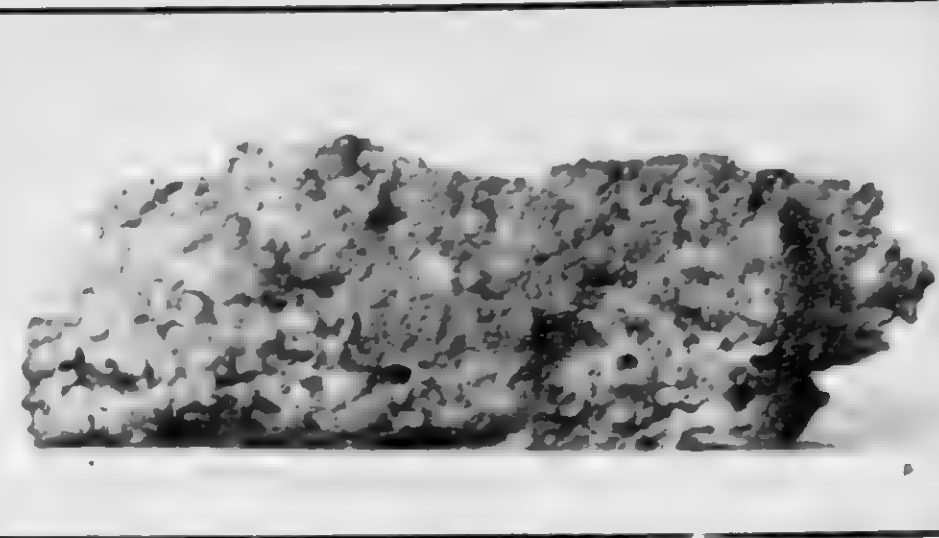
Norm. Horner is now bowling with the team representing American Legion Post No. 93 on Wednesday nights. Just watch him smoke from now on Thursday nights in the Highway League with this added prize. Tony Kuhn, his arch rival, will now really be in for it.

De Forest Ely, the victim of an unfortunate hunting accident some years ago when he lost the sight of both eyes and who has of recent years been employed in the Maintenance Sign Shop at Fernwood, is acquiring a Seeing Eye Dog. De Forest spent several weeks during September and October at the Seeing Eye Training School up at Whippany, New Jersey, where he and his dog have undergone joint training. The acquisition of the dog will certainly be a boon to De Forest as a guide, and the boys at the Sign Shop emphasize the added protection from the Fernwood rodents which will be afforded by the presence of a dog in the shop.

A belated announcement—Mrs. Eleanor Elston, Maintenance File Chief, recently became a grandmother. A baby girl, Linda Suzanne, was born to her son and daughter-in-law, Mr. and Mrs. Corwell Elston, Connie, who worked in the Department's mail room some years ago during summer vacation when attending college, is now engaged in actuarial work with a Philadelphia insurance firm. Linda Suzanne is now two months old and is progressing nicely.

Garry Cahill has been tempted to transfer his founts with Lady Luck from the race track to the stock market. Here's a tip for him. Someone once said the richest of all the Rothschilds how

### THE HIGHWAY NO FOOD SHORTAGE HERE



This is a close-up of a piece of piling similar to that which was eaten away from under the Route 35 bridge across the Manasquan River. The damage was caused by teredos and limnoria. The former, which is also known as a ship worm, enters the pile through a tiny hole and grows on the inside of the pile, sometimes attaining a length of two feet. They are members of the mollusk family and are distant cousins to the clam and oyster. The limnoria, however, eat the piling from the outside, producing an hourglass shape as they gnaw away the wood. These crustaceans average about an eighth of an inch in length.

Many Thanks, Reverend  
The following letter was recently received by Commissioner Miller. It was written by the Rev. Robert W. Schumm, pastor of the First Methodist Church of Decatur, Illinois, upon the completion of an extensive tour.

October 2, 1946  
Trenton, N. J.  
Gentlemen:  
In the late summer I traveled fourteen states with a party. At the conclusion of our trip we voted your state as having the best marked highways. The decision of our group was unanimous which means that in our thinking your highway markings far exceeded any of the other states traveled.  
I thought that you might be interested in this information. Also we want to thank you for the part you played in making our trip pleasant.  
Sincerely yours,  
ROBERT W. SCHUMM

We have just learned of the death of Joseph Barwick, an employee in the Southern District who worked for Foreman Lacy Croston, an Assistant Foreman. Barwick, who has been employed by the Department since July 9th, 1945, came after a very short illness, and was a shock to his associates. To his survivors we extend every sympathy.

George Valla, who works for Landscape Foreman Jeff Johnston, is still confined to his home ill. Here's hoping for his early recovery.

### BACK IN THE GOOD OLD DAYS



Only a few Highway employees were building roads and many more were yet unborn when this photo showing an early solid tired truck with its load of prison labor was taken. The date was 1913 and in those days the "State of New Jersey's Department of Public Roads" built many a mile of roadway with convicts. All those in the picture are now inmates as a closer look will disclose. At the extreme rear of the truck is the late Matt Hayes, a prison keeper. On the running board, with hat in hand, is John Carr, Maintenance Supervisor, while the young man seated next to him is Edward E. Reed, Supervisor of State Aid Projects. The third one of this group is Bob Exton, a clerk in charge of equipment, who left the Department years ago.

The truck is a Kelly-Springfield and was the first owned by the Department of Public Roads. The picture was taken at Rocky Hill.

### W. H. Letts Killed By 'Empty' Gun

Accident Occurred in Home

William H. Letts, 27, of Trenton, was killed in a shooting accident in his home. Letts, who was discharged from the Army in June, had been working in the garage business after the service. At the time of the accident, he and a friend, John Johnson, had gone to Letts' home for lunch. It was here that the latter produced a gun for some inspection. Under the impression that the gun was loaded, Johnson snapped the trigger several times. The last time the gun went off, Letts was fatally wounded. Johnson, the father, had been employed by the State Highway Department since October, 1930. He is a member of the Year Club and resides at 222 Second Street, Keyport.

THE HIGHWAY wishes to express to Mr. and Mrs. Letts its sympathy on behalf of all Highway employees.

### 88 Will Receive Service Awards

(Continued from Page 1)

Flavin A. Treto has booked a first class floor show for the occasion and that the advance sale of tickets forecasts a large attendance. Among the guests of honor who have given assurances of being present are State Highway Commissioner Spencer Miller, Jr., State Highway Engineer Charles M. Noble, Executive Assistant Col. Alexander Gray, Superintendent of Equipment Frank J. Young, and Mr. Eugene V. Gennett.

The following employees will receive gold pins as the result of completing 25 years of service with the department:

Watson Barber, Frederick Brooks, Leon Campbell, Charles Carlisle, George D. Cabbertley, P. L. Davison, William M. Dix, Edward S. Downs, James H. Driscoll, Ralph B. Evans, Reuben Garrettsen, George Grant, A. R. Griffith, William R. Hancock, Dewitt S. Herbert, Frank W. Higgins, Henry J. Johnson, Charles Jones, Herman N. Kramer, William Lawlor, Philip Logan, Anthony Marino, Elgin R. Mayer, Edward J. McCardell, M. P. McDole, Ephraim Phillips, Richard Raab, Edward H. Ristow, Hobart C. Shreve, William Smith, Raymond Snedeker, Fred S. Sprengel, Raymond Tatum, John Thomson, Jackson R. Uhler, George H. Ward, Abram E. Watow.

Dan Proaccino surely rates an item in this column. Dan is the proud father of twin girls, born October 3. Mother and the girls are doing fine.

Buddy Royson is now a Trenton resident, having moved to 1620 Prospect Street.

Jerry Iannaccone, Bridge Mechanic Grade II in the Northern District, is another proud papa. A son, Jerry, was born to the Iannaccones the middle of September.

Harry Cornell, Bridge Operator, Grade III, at the Rt. 87 Island Heights Bridge, has returned to work after a leave of absence to bring his family from California. In a letter to Edward Downs, his supervisor, Harry outlines some of the difficulties of transcontinental travel. He left California September 17th with the family. The old jalopy, plus a trailer, broke down twice in the Sierras, then again in the Rockies. By before yesterday the trailer

### LABORATORY LINES

PEG BEATTY

Mr. and Mrs. Jack Carpenter, daughter, made the Shrine pilgrimage to San Francisco, starting on the 12th of July and arriving on August 3rd. Stops were made for sight-seeing tours in Chicago, Omaha, Denver, Salt Lake City, Yellow Stone Park and Grand Canyon, and Los Angeles, Barstow, Needles, Grand Junction, Gallup, Albuquerque, Las Vegas, Colorado Springs, Newton, Mass. City and St. Louis were on the return trip. In Los Angeles, Jack visited with a soldier of World War I. A full trip was enjoyed by all.

Twenty welcomes are extended to ex-servicemen who recently joined the forces of the Highway Laboratory. They are: Winfield Allen of Trenton, George Field of Jamesburg, William St. Clair of Trenton, all of whom were in the Army, and Edward Fleming of Trenton, a former Airman.

John Henry, an inveterate American League fan, found it difficult to place modest wagers on the recent World Series. John succeeded, however, in taking a couple of the boys.

Gladys Carlson is establishing real reputation as a fisherman. Throughout the summer she has presented her friends with ample evidence of her skill as an angler, a generosity which is deeply appreciated during the hot months.

Walter Johnson is the proud owner of a brand new Pontiac, which the girls of the Laboratory Division, who explained to thousands of visitors the many advantages of the "normally green" signal, as well as the intricacies of its mechanism. A small metal car suspended by a chain actuated the signal during these demonstrations.

The exhibit was set up by the following men from the Landscape and Electrical Divisions: George Goldy, Abram Bates, Thomas Borden, Louis Unversigt, Walter Schuetz, Armand Innocenzi, George Walters, John Lloyd, George Daube, Patrick Halloran, Harry Manning, Anthony Russo and Harry Kulesky. Assisting in cutting and transporting foliage were men from the crews of Foremen John Grant and Arthur Van Bantuyssen.

It is estimated that 50,000 people saw the exhibit during the week. Due to good weather and the fact that this was the first postwar fair, a large turnout was encountered every day.

Alcaid Wright and Norman Lewis had a very enjoyable time at the American Legion Convention held in Cape May recently.

We wish to welcome to the Electrical family George Astbury, Eugene Farley, Victor Forcina, Daniel Proaccino and Charles Smith, Electrical Mechanics, Grade II, and James Henry, Electrical Draftsman.

John Krol has been elected commander of Holy Cross Chapter, Catholic War Veterans.

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### STATE HIGHWAY FAIR EXHIBIT



This shows a general view of the State Highway exhibit at the recent New Jersey State Fair at Trenton. It was displayed in the New Jersey Building where departments and agencies of the State government annually set up colorful exhibits of their work.

### Highway Exhibit Attracts Many at N. J. State Fair

The State Highway exhibit at the New Jersey State Fair drew large crowds during the week of September 23 to 29. The exhibit featured a model of the Blue Star Drive, standard signs reflecting curb, modern concrete slab joint assembly, and a traffic actuated stop light.

This latter feature was capably demonstrated throughout the week by Abram Bates of the Electrical Division, who explained to thousands of visitors the many advantages of the "normally green" signal, as well as the intricacies of its mechanism. A small metal car suspended by a chain actuated the signal during these demonstrations.

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### CONSTRUCTION COMMENTS

FRED C. CLAUS

TRENTON

Alex Cohen

The last week-end in September found the Jersey State Department celebrating their 15th annual outing in the Poconos at Pocono Manor, Pa. Naturally, the big order of events, but many enjoyable hours were spent in relaxation and reminiscence. Those of the Department attending were Messrs. Braybrook, Claus, Gerard, Giffin, Koons, MacDougal, Osborn, Pfister, and Voorhes.

WOOLLYNEE

Bill Hurley

John Gerecke contends he was quoted wrong on food and fuel prices in Canada in the last issue of THE HIGHWAY. The 4/5 gal. and 4/5 qt. pertains to selling liquor and wine in the U. S., whereas in Canada the measure is 5/4 gal. and 5/4 qt., otherwise known as the Imperial gallon or pint. Sorry, John.

Since the Airport Circle construction has been finished, Frank Shoemaker may be seen springing around this office daily with a final estimate in his hand and a calculator under his arm.

Civilian George Edwards' survey party now consists of 1st Lt. Philip and Rene and Sergeant Morrissey. Although George has procured some khaki clothes to blend in with the party, he still lacks a rank—so we are giving him an honorary PFC.

Walt Reeves recently journeyed to Hot Springs, Ark., to visit a buddy of World War I.

Frank Shoemaker has been placed in charge of construction as Resident Engineer on Rt. 44 in Westville.

UPPER MONTCLAIR

Frank Spagnola

A bit of news to skip or peruse. Just some of the little things; Not very much of this, that, or such. But it's worth any smile that it brings.

Through the column we say hello to our field men whom we seldom see: Tony Marino and his crew on Route 9, Section 22-A; and to Sid Neville and his men out Rutherford way.

Roger Coupe's sense of humor prompted him to ask the prop of a music store, and a real music lover, for a copy of a Brahms sonata in boogie-woogie. And by the way, Roger has been loaned out again. How popular that man is!

Herb Englishman was recently named to the Board of Council and Advisory Committee of the Scout organization in Bonton. After serving as an honorary cub scout for some time.

### Administration Division

ARTHUR EGAN

Mr. Charles A. Hurley, long a member and officer of Mercer Council Civil Service Association, has been honored with the presidency of the council. We congratulate him on being chosen as leader of the Civil Service Employees of Mercer County and wish him a successful regime.

While visiting with friends, Mrs. Marvin L. Howell had the misfortune to slip on some wet grass and injure her ankle. At first diagnosed as a bad sprain, X-ray pictures revealed four fractures of the ankle. We are glad to report that Mrs. Howell is recovering satisfactorily and will shortly return to her home from McKinley Hospital.

Earl Thatcher, formerly of the Cost Department, visited the office recently. He is currently employed at Bound Brook. Earl possesses a very sharp wit and it is always interesting to listen to him banter with the boys.

Bill Wildblood has received delivery of a 1946 Chevrolet and is breaking it in by taking a trip to Chicago. He and Mrs. Wildblood will visit their daughter and son-in-law in the Windy City. We hope the new car percolates as well as his previous car did on a recent trip.

Harold Rice, Cy Card and Harold Jemison have joined the Eye Glass Club. Considering the volume of close work the boys do with figures, it is a remarkable feat for them to go so long without aid to their eyes.

Among the members of the Highway Department who attended the Business Show in Grand Central Place, New York, were Charles A. Hurley, Edward Downs, Paul Cramer, Elgin Mayer, Arthur Egan and Irving Schmidt. The exposition produced many new ideas and features to aid the problems of business.

The Administration Division is not represented by a bowling team this year, but many members of last year's team are rolling with the Maintenance Division Team. Frank Dunn rolled a 257 game to finish third highest bowler in Mercer County for that year. It is rumored that Manager Jim Walter has a soothing potion to quiet Norm Horner's nerves before each game. The team members include Frank Dunn, Frank Matzer, Gene Beckner, Charles Ahr, Warren Oldham, Tony Cree, Norm Horner and Jim Walter.

Commuting from North Jersey may seem like a hardship sometimes, but there are other times when it has its compensations. From a couple of commuting friends we hear that, at this time of the year all along the way to Trenton, the countryside, seen from a train window, is a gorgeous shifting, everchanging display of colors, featuring flaming reds, golden yellows, and all shades of brown and green. It is really worth seeing.

File Room news: "The Travels of Ristow" resounded throughout the Department as Eddie and his clan went motor-eyeing recently through the plains of Jersey, the mountains of New England, and the fruitful valleys of the Canadian shores. With awe-stricken attention, we smacked our palates as Ed told of his devouring ambrosial meat platters at depression-day prices. Knowing Ed's gargantuan appetite, we have not noticed any change in his avoirdupois... hm... we wonder.

CHATTER: Len Leighton is studying Russian. We don't know why. Grove Wheeler back on the job after a two-weeks' vacation... Frank LaComchick, who finally obtained possession of his newly purchased house, spent his vacation refurbishing it—fixing it up, that is... John Burns of Bill Wildblood's office, after being buttonholed by a stranger and listening to a tale of woe, discovered that the stranger had been lifted by John. John reported the incident to the police who apprehended the thief, but John's dough had been vanished. Moral: Never talk to strangers.

### SOME FISH

The Flemington Office wants us to know that when they go fishing they land the big ones. In the above photo, Wilford Watson proudly exhibits what seems to be the largest croaker ever taken on hook and line. Closer observation will reveal, however, that it is just a trick of the camera, for the fish was actually hanging from a line well in front of Watson, who looks as if he knew he would never get away with this.



## Machine Shop Tops Bowling League

Stevens and Kucker Set Pace With Average of 177

After five weeks of close competition, Bob Stevens' Machine Shop team emerged as champions of the State Highway Bowling League. In third place, the White Line team, captained by Frank Walsh and the White Line crew of Jim Brothers.

High 3-game totals posted to date include Machine Shop's 2530, Fernwood Guards' 2518 and 2492 recorded by Equipment. In high single games Machine Shop again shows the way with 574, followed by Equipment with 868 and the Fernwood GIs with 860.

Individual honors for three games are held by Mark Stevens of Equipment with 597; Chris Kucker of Machine Shop with 574, and Pete Tuozolo with 572. High single games to date are Frank Dunn's 257, Steven's 236, and Tim Brennan's 225.

The league's monthly award of a new bowling ball was won by Andy Zaleski of the Fernwood GI team.

Teams composed of State Highway Department employees in other sections of the State are invited to challenge a team picked from the league to a home and home series of games. Communications should be addressed to Chris Kucker at the Laboratory, Trenton.

League Standing	
Machine Shop	12 3
Fernwood Guards	11 4
Electrical	9 6
White Line	9 6
Equipment	6 9
Maintenance	6 9
Fernwood GIs	6 9
Fernwood Office	6 9
Inspection	5 10
Maint. Painters	3 12

Individual Averages	
M. Stevens, Equip.	177
C. Kucker, Mach. Shop	177
F. Dunn, Maint.	175
P. Tuozolo, Elec.	174
J. Radice, Elec.	168
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L. VanSant, Wh. Line	165
A. Crea, Equip.	165

## REAL ESTATE REPORTS

MORRIS BALBRESKY

In this corner, friends, we have the contender for this month's "spotlight." From Trenton, N. J., wearing a bright smile and weighing 130 lbs., we present Edward H. Drake, Assistant Title Officer.

Born in Trenton on the 6th day of December, 1901, "Eddie" received his schooling in his native city, graduating from Rider College.

Ed came to the Department on May 24, 1920, as a clerk-stenographer, and has worked his way up from the ranks to his present position. Having an intimate knowledge of all matters pertaining to title questions, his work consists, in part, of seeing that all properties purchased by this Department have good marketable title before making payment, thus insuring the Department that they are getting what they are paying for.

He resides with his wife and son in Trenton, and besides his hobby of woodworking, he is the Secretary of the Ten-Year Club.

Fred Vollmer is spending his vacation at Lake Placid, and reports that in order to reach his destination he had to travel thru snow. Looks like winter is here.

Ann Manion celebrated her 6th wedding anniversary on the 12th of October.

## THE HIGHWAY

NO STEAKS BUT A SWELL EVENING



## Record Turnout Attends Annual Bridge Division Dinner-Dance

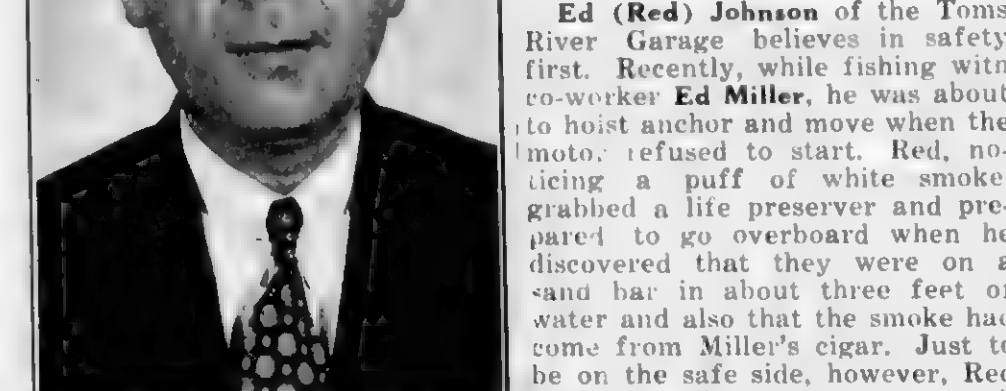
Hefferman Named to Presidency Members' Wives Guests of Affair

The Annual meeting of the Bridge Division Club was held in the form of a dinner-dance at the Cranbury Inn, Cranbury, on October 8. Thirty couples attended comprising the field and office staffs and their wives or guests.

Seven Hedin, retiring president, acted as master of ceremonies and paid tribute to his colleagues for their efforts in behalf of club interests.

Jack Sheenan, Wilbur Spencer, John F. Evans and George A. Hefferman made up the group.

Dancing followed with Charlie Brennan's orchestra furnishing the music. John Patrick, in charge of detail arrangements, did a splendid job.



GEORGE HEFFERMAN

Morris Goodkind, Bridge Engineer, presented executive framed citations to returned members of the armed forces. W. F. Hunter, D. R. Lawless and Virgil Williams received the plaques and made brief responses.

L. C. Petersen, Chairman of the Nominating Committee, announced the new slate of officers with George A. Hefferman, President; C. D. Weller, 1st Vice President; Marcel Ludasz, 2nd Vice President; J. F. Evans, Jr., Secretary; R. E. Simon, Treasurer; and Paul Gabrenas, Assistant Treasurer.

Sympathies of Fernwood are extended to Frank Ferry, whose father passed away on September 18th at his home in Bordentown, and also to Joe and Les Mizur upon the death of their father. Mr. Mizur passed away at his home in Trenton after a long illness.

George Kutch of Fernwood purchased a brand new home for himself in the Kuser Road section of Trenton.

Ed Miller of Toms River Garage, who returned to work for a few weeks after being operated upon, has suffered another relapse and has been forced to remain at home again under doctor's orders.

Pat Fleming, of the Newark Garage, has joined the summer colony at Ortley Beach, having purchased a new bungalow.

Wedding bells rang out on Tuesday, October 14, for Dan McDonald, Equipment Operator, who was married at a Nuptial Mass in St. Mary's Cathedral, Trenton, to Miss Jeanette Quinty. After a honeymoon through the New England states and Canada, the newlyweds will reside in Trenton.

Jack Rockford got out the tuxedo once again when he gave his daughter, Miriam, in marriage to Edward Hoffman, of Trenton, at a Nuptial Mass in St. Joseph's Church on Wednesday, October 2nd.

## PLANNING and ECONOMICS

NEWARK

Joseph Natale

Tuesday, October 14, a day of great importance to the highway builders of New Jersey, was spent in the planning and economics of the new State Parkway. The first spade of soil on the alignment of the Garden State Parkway at Cranford was turned by Governor Walter E. Edge and State Highway Commissioner Spencer Miller, Jr., at the ground-breaking ceremonies on November 8th. The start of construction of the first section of a scenic parkway facilities from the New York State line to Cape May. At the ceremonial site, which is located at the Centennial Raritan Road intersection in Cranford, a large crowd, including many notables, listened to the address of the Governor, which was the dedication of a parkway plan for New Jersey, whereby motorists might travel in safety and comfort among scenes of natural beauty rather than along over-crowded highways whose roadways too often consisted of a way of junk yards, dilapidated shacks, gas stations, diners and billboards.

Trenton must be quite a beautiful place in which to live, we may judge from the number of motorists who are stopped at the O & D survey and claim they wish some occupant of the city to be a doctor. The payoff is the money that the so-called "bug" picture of highway.

Wonder if we'll ever see a beautiful lady again who will turn our time remarkably as passed. Are you kidding? We'll be caught in the same line in the hour. She didn't "scout" second time, however. The traffic officer for this occasion.

Mr. and Mrs. John Annunzio returned from a tour of New York and New England. According to Johnny, people up the way have given up the custom of eating breakfast, which must have been quite an ordeal for the ever hungry Johnny.

Jack (Shorty) Meyer, back from vacationing at Miami Beach, Florida, looked fit as a fiddle and ready for a "long stretch" of his work. Wonder how we know he is going to get it before this ink dries?

Juan Delgado is with us again after a short illness. We sincerely hope there are no relapses for our own sake as well as Juan's, since no one seems to care for that transportation manager's job.

We haven't heard very much of Tony Amabile recently. Knowing Tony as we do, we are sure his trouble is only with the feathered variety of chickens.

Ran into Joe Severn recently in Trenton. Joe looks remarkably well fed. Ever hear of "bien lie," Joe?

TRENTON

Fred Quinn

After several years of service with the Department, Irv Moore has resigned to take a position as manager of a Trenton Theatre.

The Trenton O & D Survey has brought together a number of our field men from various parts of the state who, in the ordinary course of events, never would have had the opportunity to be acquainted.

The question of the month is "Where is Selb's expense check?"

Joe Severn is now the proud owner of a home in suburban Burlington. Lucky Joe found a nice house vacant. But oh, his acrobatics, he is now having trouble getting material and labor for needed alterations.

For those who are planning to build their own homes, we recommend Ed Engelmann for sound construction advice. After building two homes by himself, we find Ed well qualified.



VOLUME 5 — NO. 4

## STATE'S FIRST PARKWAY LAUNCHED WITH IMPRESSIVE CEREMONIES

Many Notables Participate in Ground-Breaking Exercises At Cranford

A new era of highway construction in New Jersey ushered in when Governor Walter E. Edge and State Highway Commissioner Spencer Miller, Jr., turned the first spade of soil on the alignment of the Garden State Parkway at Cranford on November 8th. The ground-breaking ceremonies marked the start of construction of the first section of a scenic parkway facilities from the New York State line to Cape May. At the ceremonial site, which is located at the Centennial Raritan Road intersection in Cranford, a large crowd, including many notables, listened to the address of the Governor, which was the dedication of a parkway plan for New Jersey, whereby motorists might travel in safety and comfort among scenes of natural beauty rather than along over-crowded highways whose roadways too often consisted of a way of junk yards, dilapidated shacks, gas stations, diners and billboards.

Music for the occasion was supplied by the Cranford High School band and the Army recruiting service. The Cranford Post of the American Legion furnished the color guard. Mayor G. E. Osterheld of Cranford opened the ceremonies which were attended by Mayor H. Mayop, Wheeler of Linden and Leon A. Schindler of Clark Township.

Arrangements for the ceremonies were under the direction of Frank Reddan, capably assisted by Robert Green and Earl Storer and men of their respective organizations.

The firm of Robert W. Cleveland of East Orange was the successful bidder on the first grading and drainage contract let on the parkway. He was one of six bidders on the 2.6 mile section in Union County and his bid of \$456,797.75 was \$120,000 under the second bidder, R. B. Jagard Engineering Co., of Westmont. This section will extend from Central Avenue to the Lehigh Valley R. R.

The Commissioner then told of the campaign by civic organizations to achieve parkway legislation, successfully culminated by the Senate's passage of the bill. He said that among the speakers at the ground-breaking ceremonies.

It is, of course, impossible to build a great parkway system overnight. Commissioner Miller explained, "It will take a period of perhaps five years to build a great inter-connecting system, provided funds are forthcoming from the Legislature. But we have today, as we turn this first ground, marked the beginning of the first effort in this state to develop a parkway system which is designed to conserve the countryside, to preserve in perpetuity the roadside from defacement and spoliation and to give to the motorists not only a safe road on which to travel, but one along which he will get some aesthetic satisfaction."

Governor Edge said that he was pleased to participate in New Jersey's first parkway program and stated that he had often experienced a "feeling of envy" when motoring over parkways in neighboring states.

"Perhaps this is somewhat natural in my case because I had the pleasure and honor almost thirty years ago of inaugurating New Jersey's first State highway system which very rapidly became the finest in the nation."

In enumerating the advantages of parkways, the Governor mentioned that they will do away with the dangerous and dangerous intersections, provide safety islands to traffic so that legalized highways can be maintained safely through cities and congested areas which are by-passed so that the full benefits of New Jersey's diversified economy can be fully enjoyed by motorists.

Among the other notable speakers at the ceremonies were: U. S. Senator H. Alexander Smith; Lee Bristol, chairman of the Parkways and Highway Committee of the New Jersey Chamber of Commerce; Frederic C. Sutro, president of the New Jersey Parks and Recreation Association; Mrs. Laurence Wilson, President of the Garden Club of New Jersey; State Highway Commissioner Spencer Miller, Jr.; U. S. Senator Roy V. Wright, President of the New Jersey Assemblyman Brescher of Union who sponsored the Parkway Bill in the House.

Flanked by willing helpers, Governor Edge turns the first spade of Union County soil at the ground breaking ceremonies for the Garden State (Route 4) Parkway. Others holding spades are, from the left: State Senator Roy V. Wright of Essex; State Senator Herbert J. Pascoe of Union; Mrs. Laurence Wilson, President of the Garden Club of New Jersey; State Highway Commissioner Spencer Miller, Jr.; U. S. Senator H. Alexander Smith; and Frederic C. Sutro, President of the New Jersey Parks and Recreation Association. Standing behind Senator Wright is Assemblyman Brescher of Union who sponsored the Parkway Bill in the House.

Three hundred and ten members of the Ten Year Club met together at the 16th Annual Dinner of the Club at the Hotel Stacy-Trent, Trenton, on Monday Evening, November 4th, and we don't believe anyone who attended has cause to regret.

Retiring President Eugene Beckner presided at the business meeting which immediately followed the dinner and also presented the guests of the evening who included Commissioner Miller, State Highway Engineer Noble, Assistant State Highway Engineer Edward Kilpatrick, Executive Assistant to the Commissioner Col. Alex P. Gray and Eugene V. Connett, Superintendent of Equipment and Transportation Frank C. Young, who was also invited, was unable to attend because of illness.

The feature part of the evening was the award of 20 and 25 year service emblems to those members of the Club who completed such service during 1946. Thirty-five members were awarded 25-year emblems by Commissioner Miller and 51 received 20-year emblems from State Highway Engineer Noble. Ex-President Herman Kramer was in charge of this portion of the program and is to be complimented on the way in which it was carried out.

Cyrus Card, Chairman of the Welfare Committee, reported from the floor as to the activities of this Committee on behalf of Club members and all employees of the Department, and received an encouraging response from Commissioner Miller later in the evening.

Financial Secretary Arthur Egan and Treasurer Clyde W. Case also made encouraging reports.

(Continued on Page 3)

## THE HIGHWAY

TRENTON, NEW JERSEY

NOVEMBER, 1946

## "Roads of Tomorrow"

Two events within the past three weeks in the Highway Department forecast the shape of things to come! On October 25, in Woodbridge Township, Middlesex County, Governor Edge and a group of other public officials and the representatives of civic organizations took part in the Ground Breaking Exercises of the first section of the first Parkway to be built under the Parkway & Free-way Law of 1945. Two weeks later—on November 8th—in Cranford Township, Union County, the Governor and an even larger gathering of public officials, civic organizations and interested citizens broke ground for the first section of the first Parkway to be built in New Jersey's history.

Both events mark the culmination of a long effort to secure the law, the funds, the preparation of plans and the acquisition of rights-of-way for the construction of a system of modern limited or controlled access roads to serve New Jersey's traffic needs of tomorrow. Taken together, these new modern facilities mark the beginning of the end of the old congestion on our main highways, many of the hazards to highway safety and last but not least the lack of adequate aesthetics built into the roadside. These new parkways and freeways, when constructed, will mark a new day for motorists and business alike. They will eventually open new recreational areas hitherto inaccessible; they will conserve certain parts of the countryside of the State, always subject to questionable exploitation. They will, in a word, provide roads without lights, traffic intersections and with landscaped borders, over which it will be both safe and pleasant to travel.

Governor Edge in a brief but telling address at the Parkway ceremonies said, in part, "I think that New Jersey did lag behind very badly for the past era or two in road building. . . . In the past few years for various reasons we haven't kept pace. Frequently, as all of you, no doubt, have motored through the beautiful parkway systems north of New York City, on Long Island, and the Merritt Parkway in Connecticut, you must have felt just as I have felt, and asked the question: 'Well, how long is it going to be before we can renew that leadership in highway construction?' So, when I had another opportunity, backed by a very ambitious and determined Highway Department, to take the lead, I did so."

(Continued on Page 2)

## BREAKING GROUND AT PARKWAY SITE



Flanked by willing helpers, Governor Edge turns the first spade of Union County soil at the ground breaking ceremonies for the Garden State (Route 4) Parkway. Others holding spades are, from the left: State Senator Roy V. Wright of Essex; State Senator Herbert J. Pascoe of Union; Mrs. Laurence Wilson, President of the Garden Club of New Jersey; State Highway Commissioner Spencer Miller, Jr.; U. S. Senator H. Alexander Smith; and Frederic C. Sutro, President of the New Jersey Parks and Recreation Association. Standing behind Senator Wright is Assemblyman Brescher of Union who sponsored the Parkway Bill in the House.

(Continued on Page 4)

## Over 300 Members At Annual Dinner

Harold P. Jemison Elected to Head Ten Year Club for the Coming Year

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(Continued on Page 3)

## Employee Ratings To Be Augmented Thru Suggestions

Effective November 1 Commissioner Spencer Miller, Jr., has put into effect a plan of credits to be applied on the Efficiency Rating Form for those employees who have submitted suggestions of value in the Departmental Suggestion Plan.

These credits will take the form of percentage increases to an employee's net total and in view of possible earned credits up to and including 4 percent the plan provides an appreciable and fitting reward for sound suggestions, approved and put into operation. Since the plan also provides for credits based on values realized through trial over a two-year period, it is possible to earn credits in more than one efficiency rating period for a single suggestion.

Commissioner Miller has approved this plan to provide additional and tangible recognition for employees making sound suggestions for Departmental use. It is hoped that someday a means may be found to provide some official monetary award as is provided in industry.

Since the inception of the Suggestion Plan in February, 1943, Commissioner Miller has made annual awards of Certificates of Merit to those employees submitting top quality ideas. Thirteen such certificates have been awarded to date. The recipients were Maurice Sauer, E. V. Connett, Harry Fowler, George A.

(Continued on Page 4)







## G. I. BOWLING TEAM



This is the bowling team which sprang the season's biggest upset when they trounced the league-leading Machine Shop Team three straight games recently. From left to right, in front row, are: Andy Zaleski, George Visokay and Kenneth Emmons; in the rear, from the left: Al Szombathy, Jack Washlieke and Al Walz.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Some faces were red, others full of smiles, pocketbooks in some cases were hollow, while others were stuffed, but nearly all of the throats belonging to the boys at Fernwood were sore and very hoarse. The occasion? Well, the lovely last place G. I. Bowling Team put the pressure on and showed what coordination and team play really can produce by trouncing the league-leading and high flying Machine Shop Team for three straight games and thereby becoming the heroes of Fernwood. This match had been eagerly awaited and a large number of rooters were on hand for both sides, but the G. I. were not to be denied and proceeded to roll up scores of 781-772-864 against 778-721-771 to win the match.

The victorious team members pictured above are Jack Washlieke, Al Szombathy, Al Walz, George Visokay, Ken Emmons and Andy Zaleski.

To celebrate the victory, the G. I. secured an old crepe from the Machine Shop door together with a sign reading, "The mind is present, but the spirit was buried last night."

Sympathies of Fernwood are extended to Jack Geoghan on the death of his sister who passed away at her home in New Brunswick on Sunday, October 19, after a short illness. Also to Al Baldwin, Fernwood Truck Driver, on the death of his brother who passed away at his home in Trenton very suddenly.

Tom Dowler, one of Fernwood's G. I. mechanics, solved the housing problem by purchasing a new home in West Trenton.

Anyone doubting whether income tax returns mean anything can secure valuable advice by contacting Joe Carrigan. He received a notice from the Bureau of Internal Revenue that on a certain day a deputy would arrive with a warrant and take him into custody until such time as the necessary payments would be made. Being a law-abiding citizen, Joe promptly got out copies of his return and hid down to the Internal Revenue office to compare receipts and returns. The auditor soon convinced Joe that a slight error was made in calculation and could be settled for the small difference, plus the penalty. Needless to say, Joe willingly complied and added another receipt to his list.

Bill McCullie, Roller Operator, suffered a heart attack and has been confined to his home for a long rest by his doctor.

Bob Kreps and Leon Crash, who have been on the sick list for quite some time, paid a visit to Fernwood recently and both showed how rest and obedience to a doctor's orders pay dividends. They

## Employee Ratings

(Continued from Page 1)

Hoffman (2), C. H. Weller, Richard A. Snyder, Benjamin Cleave, Stanley Lukaszewicz, Lawrence Hook, Joseph Martine, Armand Innocenzi and D. S. Herbert. These awards will be continued.

Employees will be interested in knowing that the percentage credits will be derived from a point system wherein the suggester is given credits for his suggestion as its value is established. These point totals will be published each month in "The Highway" so that all may follow each other's scoring progress.

Those monthly scores will accumulate for one year and top scorers will be in line not only for "Certificate of Merit" awards but for such cash awards as may be made available through Departmental organizations and others interested in participating in so worthy an objective.

So, the alert and progressive employee has three objectives as compensation for his ideas, a Certificate of Merit award, a cash award, and increased Efficiency Rating percentage.

Your ideas for sound improvement in any Departmental job are welcomed and your cooperation will be valued. Send your well-thought-out ideas to the "Suggestion Box," State House Annex, Trenton.

Leon Anton paid Fernwood a visit on October 18 and showed such marked improvement that many did not recognize him at first glance. Leon really looks fine and reports that he feels as good as he looks. He is looking for his discharge from the hospital very shortly and is anxiously awaiting his return to his old duties. We all join in wishing him and the two others mentioned above an early return to work again.

## THANK YOU LADIES



The annual Grand Award of the Garden Club of New Jersey which was presented to Commissioner Spencer Miller, Jr., in recognition of his efforts and those of the State Highway Department to establish more beautiful roadways in New Jersey.

## Seeing-Eye Dog Aids Highwayman

Recently he acquired a seeing-eye dog which has made him practically independent of assistance in any form from his associates. To see him striding confidently through the yard at Fernwood, led by his German shepherd, would convince even the most skeptical of the ability to shift for himself. Heand Boy form a very self-sufficient team.



The story of the month that Ely spent at Morristown learning to handle his dog is one that bears witness to the fact that this was hard work for both man and dog. Four months each day were devoted to field training, up and down stairs, through a maze of rooms with open and closed doors, across streets heavy with traffic, through tunnels, and even across railroad tracks.

When not actually working with the dog, Ely listened to lectures on the care and feeding of his constant companion. He learned how to groom him and bed him. He was taught the proper commands and the tone of voice in which they should be given. He carefully acquired a knowledge of when and how to give a reprimand.

Wins Dog's Affection

One of the most interesting phases of the training program consisted of winning the affection of the dog away from the trainer, who had previously handled him exclusively. This was accomplished by gradually transferring to Ely the job of feeding and playing with the dog, and also championing him when he was unnecessarily scolded by the trainer.

As the training progressed, the trainer became more and more hostile to the dog and Ely gradually became the person to whom he transferred his affections.

To enable the blind to be properly guided, each dog wears a harness to which is attached a rigid U-shaped bar or handle. Through this the slightest movements are transmitted. When not working, however, this harness is removed for the sake of comfort and a collar is put on the dog.

A most remarkable feature of Boy's ability to guide is the manner in which he will stop if an overhanging object, such as an awning or sign, is too low to allow Ely, who is a six-footer, to pass under safely. Another thing which he enthusiastically does is to guard his master. It would be decidedly unsafe to attempt to get rough with DeForest when the dog is by his side—and this incidentally is 24 hours a day. He warns those who approach with a long menacing growl which shows only too plainly that he will tolerate no funny business.

Sometimes at noon Ely visits his brother who lives about a mile from Fernwood. To see him on such occasions striding confidently along would give one the impression that he is leading the dog rather than the other way around. They form a pretty well-coordinated team, this man and the dog who does his seeing for him.

## TIGHT RACE FEATURES HIGHWAY BOWLING LEAGUE

Machine Shop Continues to Set Pace by Single Game

A real knock-down and drag-out battle is taking place for possession of the No. 1 spot in the Highway Bowling League. Only one game separates the pace-setting Machine Shop team from the Fernwood Guards in second place—the identical situation which existed one month ago. During the interim, fifteen games have been rolled by each team.

The leaders are not experiencing easy going, however, as is evidenced by the recent games in which the Fernwood G.I.s took their measure in three straight games. The hard-pressed Machine Shop keglers also dropped two out of three to the Fernwood Guards at their last meeting.

Equipment is still setting the pace in high score with 2845 total for three games. Second and third places in the high total are held by White Line with 2625 and Machine Shop with 2530. High single game is also held by Equipment (offices) with 931, and Machine Shop with 928 followed.

Individual bowlers for three games are held by Pete Tuozolo with 615, Chris Kucker with 603, and Mark Stevens with 597. Frank Dunn has the highest single game score to date, having bowled 257. Stevens' 236 and Tim Brennan's 225 are the next highest games.

Team Standings	W.	L.	Avr.
Machine Shop	22	8	767
Fernwood Guards	21	9	739
Electrical	17	13	774
Equipment	16	14	841
White Line	16	14	717
Fernwood G.I.s	15	15	730
Maintenance	14	16	759
Main, Painters	11	19	669
Fernwood Office	9	21	727
Inspection	9	21	665

Leading Averages		George Mendez
C. Kucker	180	for two dictionary
P. Tuozolo	178	Irish to English,
M. Stevens	175	you name it. He's
G. Collins	173	Shaw we call it
P. Clugston	171	worldwide baby
T. Brennan	169	he needs them to
F. Dunn	168	daughter-in-law
J. Radice	168	months old gran
E. Pinteralli	167	arrived 'Thousand
E. McCabe	166	from the "Ould S
	168	
	167	J. Severns, E.
	167	Frascella and
	166	passed from the

## PROJECTS PARAGRAPHS

E. L. MEYER

Frank E. Harris, Assistant Supervisor of State Aid Projects, has been confined to his home for several days suffering from a gall bladder infection.

We are glad to report an improvement in his condition and hope that he will be able to return to his duties within the next couple of weeks.

Congratulations to Inspector Ezra Peck of Princeton, who recently became the father of an eight pound baby girl.

The Projects Division has added the following men for temporary seasonal work as Highway Inspectors and their assistance has been most welcome: Bernard D. Bright of Dennisville, Adam C. Dauid of Bayonne, James J. Gyaries of Woodbridge, Kendall W. Harris of Barnegat City, Charles L. Keil of Westwood, Joseph H. Murray of Cape May, Robert E. Oates of Caldwell, Robert L. Shinn of Point Pleasant, Marvin C. Smolenski of Hillsdale, Paul H. Snyder of Orlin, Gilbert M. Stout of Hackensack, and John H. Teischer, Jr. of Somerville.

Inspectors Wilton Goss and Sidney Stinner have transferred from the Projects Division to the Construction Division.

## PLANNING and ECONOMICS

FRED QUINN

Helen Tallon's broken wrist on the mend and we all hope that she will be with us again very soon.

Lucky Sam J. Guidotti acquired both a bride and a home on November 16. Sam says his trip to Philadelphia to see the play "Song of Norway" was well worth while.

George DeHahn, the most recent addition to the staff, is planning to be married in December. Many pamphlets depicting the enchantments of various honeymoon rendezvous have been in evidence, but the choice has been narrowed down to Atlantic City or Quebec. New Jersey has many nice spots, George.

Max Wagner thoroughly enjoyed his vacation, which was spent in getting his new home in shape and moving into it.

W. R. Bellis is still on the "home" stretch. Never before has the Trenton Times classified page received such a going over. The pace is rapid and the goal is just around the next real estate office.

That person (Mr. Kuroya) causing considerable speculation between R. E. Vanaman and G. DeHahn. Last report has it that "Mr. K." is responsible for that huge hole in Stacy Park.

George Mendez is in the market for two dictionaries—one from Irish to English, and the other, you name it. He's really stumped. Shall we call it plain ordinary "world-wide" baby talk? Anyway, he needs them to understand his daughter-in-law and eighteen months old granddaughter who arrived "Tues-day," October 17, from the "Ould Sod."

J. Severns, E. Engleman, T. Fracella, and C. Hurley have moved from the basement of the Annex to the 2nd floor of 148 West State Street. A raise, eh?

Recent visitors were E. F. D'Ancona, W. Dierolf and J. D. Edwards. Ed Raymond was in for a short stay, too.

We hear that L. W. Selb is doing a fine job on the petit jury.

Staff Kvolations: O. H. Fritzsche, "I'm hungry." W. R. Bellis, "I hear you have a house for sale." Max Wagner, "Now—wait a minute." M. Gertel, "It's not a science—it's an art." G. Mendez, "You see—it's this way." S. J. Guidotti, "In China . . ." G. DeHahn, "Let me get this straight." R. E. Vanaman, "Last night at the Meadowbrook." And one other, "What dya wanna buy?"

NEWARK Joseph Natale

Newest addition to our office force is young, smiling ex-G. I. Robert W. Mullin. Bob served two years in Europe with the 2nd and 12th Armored Divisions and has come from Orange.

Lillian Russo is back again after a long illness. "Lil" had a routine of it but returned striking like her old self.

Already one of our past predictions has come true. Gene Horsh joined the ranks of the benighted on November 16. The lucky girl is Miss Anne C. Schwab, of Clinton, N. J. Congratulations, Gene, and lots of luck.

Recent visitor to our office was Neil Sparkman, Public Roads Administrator. Neil's fears of sleeping on a park bench were needless on this trip.

# THE HIGHWAY

VOLUME 4 — NO. 5 TRENTON, NEW JERSEY DECEMBER, 1946

## Christmas Greetings

A quarter of a century ago Louise Haskins, a somewhat obscure poetess, wrote a beautiful prose poem of the Holiday Season entitled, "The Gate of the Year," which King George VI broadcast in a Christmas Message in 1939. Overnight the universality of this poem was recognized and the fame of the poetess established.

Each succeeding Christmas Season emphasizes to a greater degree the opportunity thereby afforded of extending hearty greetings to friends, both old and new. I wish it were possible to clasp the hand of every one of my friends throughout the entire State Highway Department, but failing in this, the written word of greetings is most sincerely expressed: "A very Merry Christmas and Happy New Year to you all."

A. LEE GROVER, Chief Clerk and Secretary.

SPENCER MILLER, JR., State Highway Commissioner.

Greetings and all good wishes of the Season to all the members of the Highway Department.

The achievements of the Department speak for themselves and I wish to congratulate and thank each member of this great team for his or her part in the accomplishments of the past year.

The Highway Department is on the march and big things are ahead. The opportunity is presented to the Department to regain its position of leadership in the highway world and this will be achieved by the individual effort, skill and resourcefulness of each of us working toward the same goal as a team.

"Merry Christmas and Happy New Year to all of you."

CHARLES M. NOBLE, State Highway Engineer.

C. F. BEDWELL, Chief, Dept. of Design and Construction.

## Construction Division Organization Revised for Post-War Program

Bridge, Survey and Plans, and Electrical Given Full Division Status

In preparation for the accelerated program of Free-way and Parkway construction, together with other features of the State Highway Department's post-war plans, the Construction Division was recently subjected to changes designed to facilitate handling this extra volume of work.

In the past the Construction Division consisted of the northern, central and southern sub-divisions, together with the Survey and Plans, Bridge, and Electrical sub-divisions. These several component parts were under the supervision of C. F. Bedwell, Construction Engineer.

Under the new organization Survey and Plans, Bridge and Electrical will be separate divisions, which will include the three geographical sub-divisions as heretofore. All four will be coordinated under Mr. Bedwell.



Greetings from The Highway

## Christmas - 1946

As we approach this second Christmas Season since the close of the Global Struggle we can do so with a greater spirit of rejoicing and thankfulness. The harvesting of the largest crop in the nation's history is evidence not only of a bountiful nature but also of the intelligent cooperation and industry of our farmers. The full employment of the greatest number in peacetime manufacturing, even in spite of numerous work stoppages, attests to the cooperative spirit of our management and labor. Adequate income is more widely distributed and the benefits of economic security are more equitably shared. Even the housing needs of the people are being met.

But these are blessings that have come to us in America in a world still struggling to adjust itself to the awful wastes and destruction of war, the widespread famine and destitution on many continents.

We cannot in good conscience rejoice greatly in our blessings when the other half of the world is in want; we can take courage that out of our abundance and strength we can help the poor and needy by sharing our abundance. This is the true meaning of charity which St. Paul reckoned the greatest of virtues. It is as well the moral responsibility which attaches to great power.

Today America is the temporary site of the United Nations; it is likely to be the headquarters for the "Parliament of Man and the Federation of the World."

Even as we celebrate this Christmas Season the first World Assembly of United Nations is drawing its labors to a close. And the Council of Four Foreign Ministers is at last resolving some of the last remaining conflicts of the Post-War Era.

In all of these efforts, great and small, there is convincing proof of the power of good will in the world. While in the moments of men's despair, either with conditions at home or abroad, there is a tendency to doubt the great realities. But they are great and eternal because they are true.

The message which went out to the Shepherds and the Wise Men even as they journeyed to Bethlehem nineteen hundred years ago is the message of Peace—Peace to Men and Good Will. That is the Eternal Message of Christmas to the world.

Spencer Miller, Jr. State Highway Commissioner

## Daily Inspection Of Motor Vehicles Urged by Young

Shortage of Parts Demands Rigid Conservation

The following appeal for extraordinary care of all motor equipment has been issued by Frank C. Young, Superintendent of Plant and Equipment:

TO ALL OPERATORS OF STATE EQUIPMENT

In order to prevent unnecessary failures in the operation of all Department Equipment, I cannot urge too strongly upon all operators of cars, trucks, and equipment the preventive maintenance that must be maintained at this time due to the serious shortage and our inability to secure batteries, anti-freeze, spare parts, tires, etc. Every operator must hold himself responsible for checking the following points daily:

1. Check tire inflation and inspect tires for cuts, damage or signs that wheels are out of line or out of balance.
2. Check radiator for proper amount of water or anti-freeze and fill as necessary.
3. Check oil level in crank case, fill as necessary.

4. Check the following items for correct operation: windshield wiper, horn, lights, brakes, generator charging rate, engine oil pressure, engine temperature, and truck and car controls (steering, etc.).

5. At the end of the day's work or before, if necessary, report to the nearest Garage or Inspector any mechanical difficulties or defects which may have developed and which should be corrected before further use.

6. Be sure the car or truck is parked or stored properly. This means that all vehicles must be locked when parked.

7. Batteries cannot be replaced. Each week you must check the water level in each cell of the battery and see that the plates are covered at all times. Any battery failures will result in the loss of the use of the vehicle.

The above minor inspections will aid in uncovering trouble while the repair job and repair costs are in the small stages. Neglect is always costly in automotive maintenance.

Preventing failures begins with and largely depends upon the above inspections which are to be carried out by all drivers as well as the mechanics.

FRANK C. YOUNG, Superintendent of Plant and Equipment.

## New Offices For Parkway Bureau

Occupy Suite at 146 West State Street

At long last the Parkway Bureau has its own offices. De and nice offices, too, they are. The address is 146 W. State Street, opposite the State House, and should you have occasion to call there you will find Parkway Engineer Oliver A. Deakin and members of his staff on the second floor to the rear.

Deakin's office now includes A. Herbert Hutton, Landscape Architect, Clarence E. Pell, Asst. Landscape Architect, T. Joseph Whalen, Landscape Inspector, and Bruno A. Marino, Clerk Stenographer.

Several of these men are new to the Highway Department and by way of introduction the following data is given: Hutton holds a Masters Degree in Landscape Architecture from Harvard and served in that capacity with the city of Louisville, Ky., and as Project Landscape Architect on the Blue Ridge

(Continued on Page 3)







## DEMONSTRATING CRANE



Crane with clamshell attached is put through its paces as part of the Civil Service Commission's practical field tests for Heavy Equipment Operators held recently at Fernwood.

## HEAVY EQUIPMENT OPERATORS PUT THRU PRACTICAL EXAMS

Operation of Equipment Under Actual Working Conditions Highlights Fernwood Tests

Practical tests featured the open competitive and promotional examinations for the position of Heavy Equipment Operator held at Fernwood on November 20 and 21. For two days bulldozers, cranes, shovels and heavy truck trailers were put through their paces under the watchful eye of Civil Service Commission representatives and experienced operators from Mercer County.

This series of tests followed a practical truck driver's examination which had been held in Newark on November 13th and represented a forward step in the evaluation of applicants for such positions.

In the handling of a bulldozer, each applicant was required to move earth to a given location and to a specified grade, while crane and shovel tests consisted of maneuvering the equipment into position and performing various required tasks. The truck trailer required loading a roller and parking in specified locations as well as driving around obstacles.

The examinations were conducted under the supervision of Arthur B. King and John Ireland of the Civil Service Commission.

## PROJECTS PARAGRAPHS

E. L. MEYER

The Projects Division is glad to report that all but three men have returned to duty from the armed forces. During the time they were away, even though there was a reduced amount of work, it was necessary for those remaining to help out due to this lack of personnel. Since the end of hostilities, the work has expanded considerably and difficulty is being encountered in getting enough men to carry on properly the regular functions of the Division. The Division is fortunate, however, in its personnel, because they do not hesitate to assume more duties or responsibilities, nor do they hesitate at working longer hours. I appreciate the loyalty and cooperation of all members of the Division and wish you all best wishes for Christmas and the coming year.

EDWARD E. REED,  
Supervisor of State Aid Projects.

We are very glad to report that Frank Harris, Assistant Supervisor of State Aid Projects, is back

## ELECTRICAL FLASHES

JOHN KILPATRICK

It gives me great pleasure to greet the members of the Electrical Division on the occasion of this most joyous Christmas season in many years. Therefore, to each of you I extend the most cordial and sincere wishes of a truly Merry Christmas and a Happy and Bountiful New Year.

JAMES L. HAYS,  
Engineer in Charge,  
Electrical Division.

We take pleasure in announcing that Joseph Mahan, secretary to Major Hays, is the proud father of a bouncing boy. Joseph, Jr., and Mrs. Mahan are doing fine, and so is the old man.

Alcid Wright spent several days of his vacation prior to Thanksgiving in killing turkeys which he has been raising. From all accounts the birds were as plump as Alcid but much more tender.

George Goldy, who has the headaches of maintenance of traffic signals, has been elected president of the 4H Advisory Council of Mercer County.

We have another home wanted ad this month. Walter Schuets is looking for a home in Trenton or vicinity. Anyone having any information please call extension 571.

We wish to welcome Louise Santarero, new addition to the Trenton office, to the Electrical Division Family.

at work again after nearly a month's sick leave.

Frank is feeling much improved but is still somewhat crippled up and is still under the doctor's care. Most of all he misses his cigars and chewing gum isn't a very satisfactory substitute.

Our Auditor John Ruhlman has added a new member to his staff to help rush through final payments before the end of the year. She is Miss Priscilla Burch of Columbia Avenue, Trenton.

It's a tough time to break in for that job and we all wish her luck.

## THE HIGHWAY

## Fast Pace Is Set By Machine Shop In Bowling League

Setting a fast pace during the past month, the Machine Shop Team by winning 4 out of 9 games have increased their lead in the Highway Bowling League to 7 games over Fernwood Guards who have been able to win but two games in 9 starts.

In jumping from 7th place to a tie for 3rd position, the White Line Team has shown improved form by winning 5 of their games during the past 3 weeks. Equipment, Maintenance and Fernwood G.I.s area II knotted for 5th place and will be battling each other for an improved position.

Fernwood Office is showing real improvement in winning 7 games in their last 9 starts, while Inspection and Maintenance Painters are rolling steady games and need only a few breaks to make it tough for the leaders.

High scores posted during the past 4 weeks show Stevens 224-200, Innocenzi 220, Radice 220, Mizur 213, Butterfoss 212, Pinterelli 206, Kucker 204, McCabe 202, Dunn 202, Oldham 200, Brennan 200. In the battle for individual high average Chris Kucker is still leading with 179 followed closely by Pete Tuozzolo with 176 and Mark Stevens with 175.

On January 2 the league will sponsor a tournament open to all teams in the league. Cash prizes will be awarded to the three teams scoring the most pins over their current season average. Games will start at 8:00 p. m. on Curtis Alleys. A good crowd of Department rooters are expected to be on hand to help along their favorites.

Ray Callahan won the league award for November. The prize being a shining new bowling ball.

## LEAGUE STANDING

	Won	Lost
Machine Shop	30	9
Fernwood Guards	23	16
Electrical	21	18
White Line Painters	21	18
Equipment	20	19
Maintenance	20	19
Fernwood G.I.s	20	19
Fernwood Office	16	23
Maintenance Painters	12	27
Inspection	12	27

In keeping with the spirit of Christmas, T. W. Emmons, F. M. Devereaux and Bob Ettenger extend to all of the Equipment Division employees their approval, Credits not to exceed 4 additional points

## A M E N



For many a year Col. Walter Braybrooke has preached the gospel of good highways. It came as quite a shock, however, to see the above photo showing the entrance to his Cranford office. Investigation disclosed that the gospel preaching had nothing to do with State Highway Departmental activities—in fact, each was allotted separate space in the building. It is understood that the gospel preaching now has moved elsewhere.

## CHECKING CANDIDATES



Eligible candidates signing in for recent Heavy Equipment Operators' tests at Fernwood. Among the equipment they handled were trailer trucks, bulldozers, cranes and shovels.

## POINT SCORES ESTABLISHED ON SUGGESTION PARTICIPATION

Points Will Apply to Both Efficiency Ratings and And to Cash Awards

In the October issue of THE HIGHWAY it was stated that employees participating in the Departmental Suggestion Plan now have three material objectives as compensation for their efforts. These are a Certificate of Merit award by Commissioner Spencer Miller, Jr., for especially meritorious ideas; a system of point credits leading to cash awards; and percentage addition to the Efficiency Rating Record. As in the past, the Certificate of Merit awards will be presented during the Christmas meeting.

## SUGGESTION PLAN SCHEDULE OF CREDITS

Item	Description	Column 1 Max. point values toward yearly total & cash awards	Column 2 Maximum percent age credits for Efficiency Record
1.	For each suggestion received by Suggestion Committee and scheduled for processing, a credit of 1 point for participation in plan and for effort expended	1	None
2.	Suggestion accepted by committee and approved by the Highway Commissioner for Departmental use. Credits not to exceed two additional points	2	1%
3.	Suggestions adopted and actually in effect as Departmental practice. Credits not to exceed two additional points	2	1%
4.	Increased values established through trial over a period not exceeding two years from date of Commissioner's approval. Credits not to exceed 4 additional points	4	2%

The table above will assist in understanding the plan. It will be noted that stress is placed upon the ultimate value of any suggestion and in all normal cases a period not exceeding two years from the date of the Commissioner's approval is allowed for the development of the full potentialities of the idea.

Point values as noted in column 1 are credited as the suggestion is processed, and the values are permitted to accumulate for each suggester for one year. Those attaining the highest yearly totals will receive a share of any cash available. Point scores will be listed in the January issue of THE HIGHWAY, and each month thereafter so that all may know their standings.

The percentage credits shown in column 2 of the above table are those added to the Efficiency Rating total, and are derived from the point values. Since the Efficiency Ratings are filed in June and December of each year the

## Attend National Meeting of A. A. S. H. O.

Commissioner Miller and State Highway Engineer Noble left Trenton on Friday, December 13, to attend the meeting of the American Association of State

Highway Officials in Los Angeles on December 17-20.

As Vice-President of the eastern district, Commissioner Miller attended the executive meeting scheduled for December 16, in order to be present in time for this meeting, he flew to California. Commander Noble, with extra day at his disposal, went by rail.

# THE HIGHWAY 1947





# THE HIGHWAY



VOLUME 4 — NO. 6

TRENTON, NEW JERSEY

JANUARY, 1947

## CHRISTMAS SEASON OBSERVED WITH IMPRESSIVE PROGRAM

Employees Honored With Letters of Honorable Mention and Certificates of Merit

This year's Christmas exercise of the State Highway Department upheld the high standards of similar events in years gone by. Those who gathered in the board room of the State House Annex at noon on December 24 will long remember the impressiveness of the program.

Following the invocation by the Very Reverend Frederick M. Adams of the Trinity Cathedral, who was present for the fourth consecutive year, and thereby earned the title of "unofficial" Highway Chaplain, the entire gathering sang "America," under the leadership of William Kirk of the Real Estate Division. Helen Csanyi followed with a solo, "Silent Night," in which she accompanied herself on the accordion.

Commissioner Miller presented Certificates of Merit and Bond Awards to employees submitting outstanding suggestions. This feature is more fully covered in another article in this issue.

Following a second solo by Miss Csanyi, the Commissioner spoke on the significance of Christmas 1946 and of the work facing the Department. He dwelt upon the necessity of working out this great program of highway construction through harmonious cooperation.

### Receive Merit Awards

Six Department employees received from Commissioner Miller the American Association of State Highway Officials 26-year Award of Merit. They were: Allen C. Ely, district soils engineer; Fred L. Gerard, district engineer of Survey and Plans; Charles A. Hurley, assistant chief auditor; Julius J. Newmark, special engineer; L. C. Petersen, assistant bridge engineer; and Cyril Wimpenny, office engineer.

Arrangements for the Christmas exercises represented the combined efforts of Robert S. Green and Frank Reiddan, Mr. Green, as in former years, was in charge of decorations, while Mr. Reiddan had charge of program arrangements.

A. Lee Grover performed his usual capable job in his capacity as presiding officer, or master of ceremonies. Incidental music was furnished by Albert Getz, George Kutch and Dominic Torini of Fernwood.

## Clayton Married For Fifty Years

Bridge Attendant and Wife Feted at Party

Walter S. Clayton, of Belmar, and Mrs. Clayton celebrated their golden wedding anniversary on Christmas Eve at the Stone Post Tea Room in Spring Lake with a dinner party given in their honor.

Mr. Clayton, a resident of Avon for forty years and a former postmaster there, a member of the Board of Education and a former councilman, was married to Miss Grace White on December 24, 1896.

In addition to being active in civic affairs, Mr. and Mrs. Clayton were among the first members of the Avon Methodist Church. They have seven children, four of whom were on hand with their families to celebrate the occasion. Three others, now residing in Illinois, were unable to attend, but sent greetings and gifts.

Mr. Clayton, who is employed on the Route 4-N Bridge over the Raritan River, came to the Highway Department in May, 1937. He is a bridge attendant.

## Driscoll Names Abbott As Executive Assistant

Governor Driscoll announced on January 17 the appointment of Ransford J. Abbott as his Executive Assistant. Mr. Abbott is well known to Highway employees as the former executive assistant to Highway Commissioner E. Donald Sterner, a position he held until he left the Department to enter the Navy in June, 1941.

During the war, Mr. Abbott served with the rank of Lieutenant Commander and later was promoted to full Commander. He was Assistant Chief of Staff of the 7th Fleet and was assigned the job of bringing President-in-exile Osmena from his New Guinea hideout to the Philippines.

## Auto Injuries Fatal To Samuel P. Alloway

Samuel P. Alloway, 54, of 177 Main St., Vincentown, a member of the State Highway Department since 1935, died as the result of injuries suffered in a two-car crash at the intersection of Route 39 and South Pemberton Road on the evening of January 14.

Mr. Alloway, who was employed with the Maintenance crew of Foreman Henry Henken, was on his way to visit his doctor when the accident occurred. He was rushed to the Burlington County Hospital where his condition was diagnosed as a fracture of the skull and internal injuries. He succumbed on January 15.

Surviving Mr. Alloway are his widow; a daughter, Carrie Ann; a son, Samuel, Jr.; a sister; and two brothers, one of whom is Joseph E. Alloway, the Executive Director of the New Jersey Board of Children's Guardians. To them THE HIGHWAY extends its deepest sympathies on behalf of the Department.

## THE NEW YEAR

A new Year, a new Governor, a new Administration and a new Opportunity for public service!

But as we embark upon the new opportunity for service in the New Year, it is appropriate that we should have a word of "hail and farewell" to Governor Edge, who after 50 years of public service retires this month following his second term as Governor of the State of New Jersey. Listed among the outstanding accomplishments of his first administration was the establishment of the State Highway System; listed among such achievements in his second administration has been his sponsorship of a new program of Parkways and Freeways in our State as the Roads of Tomorrow.

As we say farewell to the retiring Governor we hail the new Governor, the Honorable Alfred E. Driscoll. Already he has indicated his conviction of the surpassing need in our state for a System of Parkways and Freeways as well as the modernization of our highways and of increased aid to our municipalities for municipal streets. We shall count it a privilege to work with him and under his executive leadership.

Beyond that the New Year will provide us all with a great new challenge for creative service in advancing the greatest highway program in the state's history. The first sections of the new system of Parkways and Freeways will begin to emerge during the year. Some modern improvements to our older highways will make these arteries better able to service the traveling public. New bridges will begin to arise to take the place of others that have failed. New construction of urban routes in some of our cities will reveal the pattern of relief for the serious problem of urban congestion.

Nineteen-hundred and forty-seven promises to be a year of important beginnings of new modern projects, the advancement of old projects and a general overall improvement in the maintenance of our Highway System which was held to a minimum due to wartime restrictions. In addition, this will be the second year of our Five-Year Plan for building Parkways and Freeways. With the support and encouragement of the Governor and Legislature we must keep that plan steadily to the forefront even as we reconstruct and modernize our old system.

Let's make 1947 a year of large accomplishments!

*Severin Miller, Jr.*  
State Highway Commissioner

## HIGHWAYMEN CITED AT CHRISTMAS PARTY



This is the group of Highwaymen who received recognition at the annual Christmas gathering. From the left they are: Frank Carfagno, G. C. Jorgensen, Clifford Somers, David Rogers, Rudolph Vogel, Harry Fowler, Preston Gano (front), Charles Hurley, Julius Newmark, Commissioner Spencer Miller, Jr., Cyril Wimpenny (front), Harold Giffin, Robert Green (front), and Robert Blanchard. Carfagno and Vogel received Certificates of Merit and Saving Bonds.

## Highway Accident Fatal to Eckert

Assistant Foreman Crushed To Death While Issuing Orders to Truck Driver

Walter Eckert, of 208 Thirteenth Street, Millville, an assistant foreman in the Maintenance Division, was instantly killed when struck by an automobile driven by Philip P. Girardi, of 225 Grape Street, Vineland, on New Year's morning at 3 o'clock. The accident occurred while Eckert was issuing orders to a truck driver engaged in cinder spreading operations on Route 54, near Buena.



WALTER ECKERT

According to Nicholas Mastrangelo, the driver of the truck, as well as Michael DeMarco and August Mazzarelli, who were in the cab at the time of the accident, Eckert had stopped his car about 75 feet beyond the truck on the right hand side of the road. He had then proceeded back to where the truck had stopped and was giving instructions to the driver when the car driven by Girardi approached from the opposite direction.

When near the spot where Eckert stood, this car suddenly swerved to the left and struck the front of the truck at a point where a snow plow blade was attached. It glanced off this and crushed Eckert against the side of the truck before turning over.

With Girardi at the time were two women and another man. It is reported that they were returning home from a New Year's celebration when the accident occurred. Mastrangelo was slightly injured in the crash.

Girardi was taken before Magistrate Redel of Landisville where he was fined for careless driving and bound over to the Grand Jury on charges of reckless killing by automobile. He was later released on bail.

Eckert came to the Highway Department in 1929 and had been employed continuously since that date. He is survived by his widow, Viola, and one young child. On behalf of employees everywhere, THE HIGHWAY extends deepest sympathies.

## Name Lipari President for Fourth Term

The State Bridge Employees' Association, Inc., held their annual election of officers recently and report the following results: James Lipari of Belmar was again named to the presidency. This will mark the fourth time Mr. Lipari has been chosen to head this group of Highway employees.

Others elected are: Harold Lloyd of South Amboy, 1st vice-president; Charles Simonton, 2nd vice-president; Ross Batemann, 3rd vice-president; Orville Stillwell, recording secretary; Harry Ober, financial secretary; and Harold Vaughn, treasurer. Donald Thompson and Phineas Marr were elected as trustees for three-year terms.







## BRIDGE BRIEFS

GEO. HEFFERMAN

Highlights of the holiday season were the Bridge Division Christmas party held at the Lithuanian Club and an informal New Year's Eve party at which Mr. Goodkind was host.

Wilbur H. Spencer, chairman of the Entertainment Committee, along with Arthur Lichtenberg, Jack Koffler and Jack Evans, are working overtime to complete arrangements for the Sixteenth Annual Dinner of the Bridge Division Club to be held at the Robert Treat Hotel in Newark, Monday evening, March 10.

We shiver when we think of Jack Sheenan arising in the middle of the night to catch the 5:15 a. m. train for his North Jersey assignment.

Robert E. Simon and John H. Patrick were recently nominated for elective committee memberships in the Highway Credit Union.

Messrs. Goodkind and Shortz still are faithful devotees of the Royal and Ancient game, showing only to snow and rain.

Ralph Titworth and Mrs. Titworth are vacationing at Orlando Beach, Florida.

CHATTER: Welcoming back Wilbur H. Spencer, and John Koffler as members of our "Official Family"—Bill getting an assignment on Route S-3 Rutherford, and Jack being detailed to a Newark project. . . . Listening to Mike Tristan's rich and colorful voice on the last day of '46. . . . Jack Evans making the journey to Bethlehem, Connecticut. . . . Arthur Lichtenberg receiving public commendation from the Commissioner for his loyal and arduous devotion as chairman of the Suggestion Committee. . . . Magee starting on another diet. . . . Wilbur Spencer taking a mid-winter vacation. . . . Sven Hedin visiting the site of the future permanent home of U. N. . . . This guestwriter hunting for news of our field men. . . . L. C. Peterson receiving a certificate from A. A. S. H. O. for 25 years of service. . . . Frank Wilson, a welcome visitor to the office.

## Salty Goo Offers Big Challenge to Soils Experts

Bogs Bordering Route 100 Will Grow Grass If Experiments Succeed

Between Woodbridge and Raritan Bay, Route 100 will run over some of the gooiest, most evil-smelling stuff in the entire State. About the only growth that is hardy enough to live in this salty morass is a variety of cattails.

The problem of how to make this goo grow grass or other vegetation, so that the soil on either side of the freeway will be well anchored, has been turned over to the Rutgers College of Agriculture. Dr. Firman E. Bear, head of the Soils Department, tossed the problem into the lap of Dr. Stephen J. Toth, assistant professor of soils and assistant research specialist.

After looking over acres and acres of this tar-like soil, Dr. Toth asked that a load of it be delivered to the Experimental Station where he promised to see what he could do with it. The big problem, of course, is to get rid of the salt or find some way to neutralize it.

The farmers of The Netherlands were confronted with the same problem as a result of the Nazis flooding their farmlands. Even at an earlier date they accomplished the same thing when they originally reclaimed much of their land from the sea.

Since the Dutch have many years' experience, Dr. Toth will no doubt borrow a trick or two from them in his efforts to solve the problem handed him by the State Highway Department.

## THE HIGHWAY

### CAROL SINGING AT HIGHWAY PARTY



A portion of the gathering that took part in the State Highway Christmas services in the board room of the State House Annex are shown as they sang carols in the most approved oratorio manner although it would appear that here and there a few are indulging in a little "barber shop" harmony. You will no doubt recognize most of these carolers. At the extreme right, proceeding from the bottom of the picture are: Alex W. Muir, Colonel Gray, Commander Noble, Dean Adams and Commissioner Miller.

## Many Honored At Christmas Party

Employees of the Survey and Plans and Maintenance Divisions were honored at the Christmas exercises on December 24 in the State House Annex for their suggestions leading to improved departmental practice. Commissioner Miller presented the awards to Chester A. Burn, deputy chief, Department of Design and Construction, on behalf of the Survey and Plans employees. Mr. Burn in turn made presentations to the following men:

A Certificate of Merit and a Savings Bond were awarded to Rudolf Vogel, Jr., for his suggestion on Monumenting Procedure. This suggestion led to the appointment of a committee by the Commissioner to review the entire problem of State Highway monumenting.

A Certificate of Merit and a Savings Bond were awarded to Frank Carfagno for Suggestion No. 241 on Orad printing machines. The Department purchased five of these machines for field office use.

Letters of Honorable Mention were awarded to the following Survey and Plans employees: Harry Fowler, for suggestion advocating "Meridian Based on Plane Coordinate System." Standard North points adopted in April, 1945, include a New Jersey Plane Coordinate System North Point for use where bearings are so referenced.

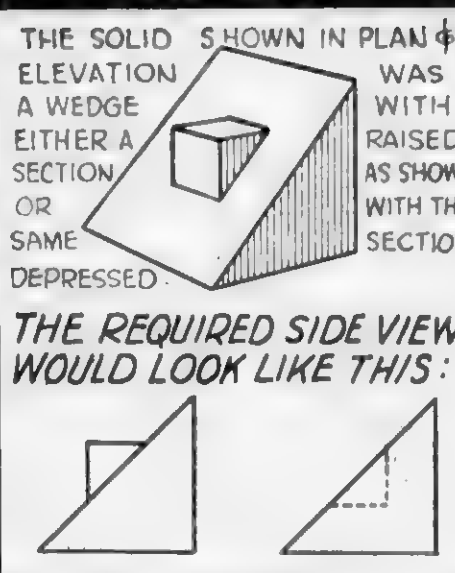
Clifford M. Somers, for suggestion "Reduction in Title Size for Construction Plans." The area devoted to the contract drawing title was reduced from 3" x 5" to 2" x 4 1/2", with obvious advantages in space saving, and without sacrifice in legibility or required information.

**Make Maintenance Awards**  
G. C. Jorgensen, who suggested the purchase of "L-E-Vation Rods." Use of the suggested type of rod expedites the work in that the elevation of any point is read directly while the rod is held on the point.

The awards in the Maintenance Division were presented by Mr. Alexander W. Muir, Superintendent of Maintenance, to the following men: A Certificate of Merit and a Savings Bond were awarded to David J. Rogers for suggesting "Signal in Cab of Truck." This provides a means of signalling a driver in the cab of a truck from the rear.

Letters of Honorable Mention were awarded to the following: Preston H. Gano, suggestion, "Spotlight on Rear of Truck." The suggested plan is that a spotlight be mounted to illuminate the interior of a truck body and the adjacent pavement and yet not shine in the eyes of oncoming motorists.

## SOLUTION TO DESIGN PROBLEM



## INSPECTION BOWLERS WIN HONORS IN CHRISTMAS TOURNAMENT

Fernwood Guards Second in Special Competition — Office Team Third

Maybe it was the spirit of Christmas hovering over the rest of the league or maybe the inspectors just had it when the chips were down. Whatever the answer, the fact remains that when the smoke of the pre-Christmas tournament had cleared away, the last place Inspection Team had won about all the honors that weren't nailed down.

Rolling 157 pins above their lowly seasonal average, these determined leggers have given the hot stove league something to talk about for many a day.

Second place in the tournament went to the Fernwood Guards who hit the wood for 110 pins above average, with Fernwood Office raising their seasonal level up 41 pins, copying third place. League and Economics (Wesley R. Bellis, Engineer in Charge, Bureau of P. & E.); VII. Work and Scope of State-wide Planning Survey (Vincent Berberick, Engineer in Charge, P. & E.).

The following schedule has been set up for the three days' program:

**Schedule for Monday, March 3**  
NEWARK:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (IV)  
TRENTON:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (II)  
CAMDEN:  
12:30 a. m. to 12:30 p. m. (V)  
2:00 p. m. to 5:00 p. m. (VI)  
2:30 p. m. to 5:00 p. m. (VII)  
**Schedule for Tuesday, March 4**  
NEWARK:  
12:30 a. m. to 11:00 a. m. (VI)  
1:00 a. m. to 12:30 p. m. (VII)  
2:00 p. m. to 5:00 p. m. (V)  
TRENTON:  
12:30 a. m. to 12:30 p. m. (III)  
2:00 p. m. to 5:00 p. m. (IV)  
CAMDEN:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (II)  
**Schedule for Wednesday, March 5**  
NEWARK:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (II)  
TRENTON:  
12:30 a. m. to 12:30 p. m. (VI)  
2:00 p. m. to 5:00 p. m. (VII)  
CAMDEN:  
12:30 a. m. to 12:30 p. m. (III)  
2:00 p. m. to 5:00 p. m. (IV)  
It will be necessary to limit attendance to these discussion groups and the choice of eligibles. Men left to division and discontinue. Every effort will be made, however, to have as many employees present as is consistent.

## Grants State the Right of Entry

John W. Aymar, Senior Engineer of Way agent, feels that it is of interest to Highwaymen in general, in view of the amount of property now being acquired by the Highway Department for new construction. State's rights in entering and taking private property were made generally known.

It is, of course, the Highway Department's policy to negotiate with property owners in a friendly manner with a view of entering into purchase agreements at fair prices whenever it is possible to do so prior to the letting of construction contracts. Furthermore, it is reassuring to know that the great majority of owners are most cooperative and therefore readily enter into agreements.

However, when an owner cannot be located or when title is involved, or where an agreement cannot be reached regarding price, the case is promptly referred to the Attorney General's office for the institution of condemnation proceedings. Interest on condemnation awards is paid by the State either from the date of entry or the date on which the petition is filed, whichever is the earlier. A large percentage of condemnation awards are paid before it becomes necessary to enter upon the property. However, when an emergency arises, which makes it necessary to expedite construction work, the legal rights set forth in the following decision are exercised:

Under a ruling of the Court of Errors and Appeals of New Jersey, November 19, 1923, the State or its agents has the right and power to enter upon and take property in advance of making compensation therefor, in any case where it cannot acquire title or other property by agreement with owners. It is not necessary that a condemnation petition be filed. The resolution by the State Highway Commission authorizing the work and the actual entering upon the grounds by its agents, which include inspectors, for the purpose of constructing the highway, is equivalent to taking possession of the required land under the law, and an injunction cannot be granted to an individual restraining the State of its agent from entering upon and using the property for the purpose of constructing highways.

Four departmental organizations generously made available the Savings Bonds awarded for meritorious suggestions. They are: Highway Foremen's Association, James S. Taylor, president; State Bridge Employees' Association, James L. Lipari, president; Bridge Division Club, George A. Hefferman, president; Ten Year Club, Harold Jemison, president.

## LABORATORY LINES

PEG BEATTY

Mr. and Mrs. M. K. Scheiber spent the Christmas holidays with Mrs. Scheiber's folks in Raleigh, N. C. Dutch reports the temperatures in the low 70's and then had to come back to low 20's and white stuff.

Alice Mayer is spending her vacation, plus a leave without pay, in St. Petersburg, Fla. Two whole months! Some people are sure lucky.

Fred Baumann thought the singing of carols the day before Christmas by the club at the Lab was very well done—thought they might as well for the radio. But what about a sponsor?

Abe Watov is convalescing at St. Francis Hospital following an operation. We all wish him a quick recovery.

Herb Diefenderfer has just returned from his vacation here and there.

Everyone thought it a very nice gesture for Commander Noble to visit the Lab and wish us all a Happy New Year. Many thanks, Commander.

January, 1947



VOLUME 4 — NO. 7

# THE HIGHWAY

TRENTON, NEW JERSEY

FEBRUARY, 1947

## GROUP INSTRUCTION FOR FIELD MEN APPROVED BY COMMISSIONER MILLER

Program Scheduled to Start on March 3 Under Tutelage Of Department Engineers

A program of group instruction in several branches of highway engineering will be inaugurated simultaneously in Newark, Trenton and Camden on Monday, March 3. The lectures, which will be conducted by engineers of the Department, will continue for three days and are designed to better acquaint employees of the Construction and Survey Divisions with the latest developments in many phases of highway engineering.

Upon receiving the endorsement of Commissioner Miller and State Highway Engineer Noble, details of the program were worked out by Special Engineer Julius J. Newark. Chairmen were appointed in the three areas as follows: Howard Rigby, Newark; Carl Teegen, Trenton; and Harry Marvin, Camden.

Present plans call for holding the northern division meetings in the Newark College of Engineering, the central division meetings in the Veterans' Room in the War Memorial Building in Trenton, and those in the Camden area in the department office at Woodbine unless a better location is found.

Classes will be divided into morning and afternoon sessions. The morning periods will run from 9:30 a. m. to 12:30 p. m. and the afternoon periods from 2:00 p. m. to 5:00 p. m. The evening is a list of subjects to be discussed and the men who will be in charge of the discussions.

Specifications, Review of Plans and Preparing Projects for Contracts (Cyril Wimpenny, Office Engineer); II. Geometric Design (Wesley R. Bellis, Engineer of Design); III. Soils and Highway Foundations (Allen C. Ely, Dist. Engineer of Survey); IV. Current Concrete Pavement Design and Related Research (William VanBreenen, Engineer of Special Assignments); V. Drainage and Drainage Structures (William Pfister, Acting Drainage Engineer); VI. Highway Traffic Analysis, Planning and Economics (Wesley R. Bellis, Engineer in Charge, Bureau of P. & E.); VII. Work and Scope of State-wide Planning Survey (Vincent Berberick, Engineer in Charge, P. & E.).

The following schedule has been set up for the three days' program:

**Schedule for Monday, March 3**  
NEWARK:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (IV)  
TRENTON:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (II)  
CAMDEN:  
12:30 a. m. to 12:30 p. m. (V)  
2:00 p. m. to 5:00 p. m. (VI)  
2:30 p. m. to 5:00 p. m. (VII)  
**Schedule for Tuesday, March 4**  
NEWARK:  
12:30 a. m. to 11:00 a. m. (VI)  
1:00 a. m. to 12:30 p. m. (VII)  
2:00 p. m. to 5:00 p. m. (V)  
TRENTON:  
12:30 a. m. to 12:30 p. m. (III)  
2:00 p. m. to 5:00 p. m. (IV)  
CAMDEN:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (II)  
**Schedule for Wednesday, March 5**  
NEWARK:  
12:30 a. m. to 12:30 p. m. (I)  
2:00 p. m. to 5:00 p. m. (II)  
TRENTON:  
12:30 a. m. to 12:30 p. m. (VI)  
2:00 p. m. to 5:00 p. m. (VII)  
CAMDEN:  
12:30 a. m. to 12:30 p. m. (III)  
2:00 p. m. to 5:00 p. m. (IV)  
It will be necessary to limit attendance to these discussion groups and the choice of eligibles. Men left to division and discontinue. Every effort will be made, however, to have as many employees present as is consistent.

## Commissioner's Epistle

In the conclusion of Governor Driscoll's state-manne Inaugural Address, which was delivered to the joint session of the Legislature on January 21, 1947, there appears this paragraph:

"If I were to be asked our watch-word for the next three years, it will be found in a single word—work. If asked to amplify, I would add the words "intelligent" and "productive." Intelligent productive work, for all of us—those on the farm, in the shops, in our industries and offices, and particularly for those of us in government, there is imposed the duty to ourselves and our posterity to work intelligently and productively."

Intelligent Productive Work. No emphasis could be more appropriate at this time for the Nation as we return to the more normal days of peace. And no emphasis could be more appropriately directed to all of us who are in the State service. For the tasks ahead will require the productive work of each one of us. The public expectation of State employees is even greater than private employees because they can observe their conduct and appraise their efforts. It is the desire and intention on the part of every conscientious State employee to so work that his service intelligently planned will be productive of good for the whole people.

While work has been described as the common denominator of civilization, the way in which people look at work is vital. The early Greeks regarded work as only fit for slaves and thus condoned slavery. This attitude also characterized much of early Roman civilization. Following the Christian era work came to be regarded as worthy of the dignity of man. His dignity was the focus of the Hebrew Christian Ethic.

A man's vocation is more than a means of livelihood, it is vital to the development of his character. The more a man finds satisfaction in his work the less he considers it drudgery and the more he considers it joy—"the breath of his nostrils." Said Thomas A. Edison, the centennial of whose birth we celebrated on February 11, "I have never worked a day in my life." His work was all a great adventure. Yet this most industrious of all men, this peer of all inventions was one of the greatest benefactors of mankind. We may not all be able to make of our work the adventure of an Edison, but we can give our best to our job. Thereby we shall best serve our State.

*Spencer Miller, Jr.*  
State Highway Commissioner

## A NEW AID TO MOTORISTS



The sign bridge shown in the above rendering is one of several such structures which will be erected on Route 25 at Newark for advance warnings to motorists. Due to the 15-inch letters and twenty-foot road clearance, these signs can be read at 750 feet. At night the letters will be neon illuminated. The bridge itself is of structural steel and is supported on foundations of reinforced concrete on piles. Not shown in the picture is a guardrail protection which will be placed around each bridge.

## Bridge Div. Dinner Set for March 10 At Robert Treat

Employee Organization to Play Host to Record Gathering

Big things are in store for those who attend the 16th Annual Dinner of the Bridge Division Club on the evening of March 10th. Each year this affair gets bigger and better and according to advance reports from the Committee, the 1947 dinner will set a new high in both entertainment and attendance. Provision is being made to accommodate 650 guests.

Chairman



W. H. SPENCER

Besides Highway Department employees, large numbers of engineers, contractors, material and equipment representatives from New Jersey, New York, Pennsylvania and Maryland will be on hand.

State Highway Commissioner Spencer Miller, Jr., will be the guest of honor and will deliver the principal address. It is understood that his subject will be the 1947 Highway construction program with particular emphasis on Freeways and Parkways. Commander Charles M. Noble, State Highway Engineer, is also scheduled to deliver a brief address, while Bridge Engineer Morris Goodkind, as host on this occasion, will say a few words of welcome. All speakers will be presented by club president George A. Hefferman. Other guests will include Alexander P. Gray, executive assistant to the highway commissioner; A. Lee Grover, chief clerk and secretary, and Eugene V. Connett.

Arrangements for this annual dinner are under the direction of a committee composed of Wilbur H. Spencer, chairman, J. J. Koffler, Loren Shortz, A. P. Gabrenas, A. J. Lichtenberg, John F. Evans, Jr., and Sven Hedin.

The officers of the Bridge Division Club are: George A. Hefferman, president; Curtis D. Weller, 1st vice-president; Marcell Ludasay, 2nd vice-president; J. F. Evans, Jr., secretary; Robert E. Simon, treasurer; and A. P. Gabrenas, asst. treasurer.

## "V" FOR VEGETABLE

If you want to help lick the high cost of living, why not grow your own vegetables at Fernwood. This garden tract is getting better each year and is once more available to employees. Contact Robert Green, Landscape Supervisor at 148 W. State Street.

Remember, as in other years, it will be a question of the early bird getting the worm. So, to play safe and assure yourself of a good plot, write in immediately.



## THE HIGHWAY

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In the interests of its Employees

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## PARKWAYS AND HISTORIC SITES

One of the many beneficial results of Parkway development came in sharp focus recently when Governor Driscoll informed Commissioner Miller of his unqualified approval for the construction of a Parkway link to the Thomas A. Edison Memorial at Menlo Park. "It is fitting," Governor Driscoll said, "that the additional State tribute to the genius of this leading benefactor of humanity be authorized upon this day which marks the one hundredth anniversary of his birth. The invention of the electric light at Menlo Park will remain forever the focal point in the innumerable inventions this inspired man gave to the world. . . . The proposed direct accessibility to the park land now owned by the State at the Edison Light will provide an enhanced historical feature. The area offers itself for expansion. Recreational features consistent in design will undoubtedly make of primary importance a visit to this Edison shrine—not only for New Jersey residents but for the millions of guests from other states who find recreation and relaxation within our borders."

Menlo Park is but one of a score or more of the historic sites of which New Jersey is so justly proud. The construction of Parkways will serve to better acquaint the motorists of our State and others with the heritage that is theirs by offering them every inducement to travel farther afield on roadways where safety and aesthetic treatment are an integral part. Development of these sites for the recreation of our millions of citizens will be direct result of adequate and pleasant accessibility.

### MODERNIZED ROUTE 25



This view of Route 25 looking south from the Carnegie Ave. overpass shows how this vital traffic artery has been modernized. To the left of the center island are the northbound through traffic lanes and the northbound burden traffic lanes. To the right are the southbound through traffic lanes, while on the extreme right is the local marginal service road. The through traffic lanes had not been open when this photo was taken.

## ELECTRICAL FLASHES

D. J. HENDERSON

The members of the Electrical Division extend to William McDaniell, of the Rancocas Creek Bridge, their sincerest condolences upon the loss of his wife.

Oscar Sampson, operator on the Little Ferry Bridge, is having trouble with steamships. He plans to visit his parents in Sweden but finds it will take several months to obtain passage. Both parents are over eighty years of age.

We take this opportunity to welcome to the Division Wilfred Rooney, at the Little Ferry Bridge; George Craft, Rubberford Avenue Bridge; Patrick Grimley and Robert Delaney, Chesapeake Creek Bridge.

Glad to see William Brady, Assistant Chief on the Wippenburg Bridge, returned to work after an extended illness.

Frank Walling, probably the only man in the Department who has sailed around the Horn as a seaman on a four masted schooner, is preparing as usual to take his vacation at shad fishing time. Frank makes his own nets. He is eighty-three and going strong.

We extend our sympathy to the family of Lorens Archer, who died on January 31; to Arthur Cadell, on the death of his brother, Frank, January 29, in Irvington; and to Edwin Ranson whose mother-in-law died recently at Belmar.

Charlie Smith is the proud father of a baby girl, Sandra Lynn, born February 1. Mother and daughter are doing fine.

Joe Hunt and Ed Downs pick up another birthday this month. Many happy returns!

Welcome additions to the office staff are Marion Forrester and Louise Santisiero.

Never mind the income taxes. Just worry about the income.

## THE HIGHWAY

## SURVEY and PLANS

FRED C. CLAUS

### LEWIS STREET OFFICE

Joe Cunningham

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### WOODLYNNE

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More next time. 'Til then, I'll close for now. Approximate and say, in fact, as this is the last of the season.

Flash! Flash! Ben Franklin started an extensive project at the Division. His diet now consists of soup.

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## PLANNING and ECONOMICS

NEWARK

V. C. Berberich

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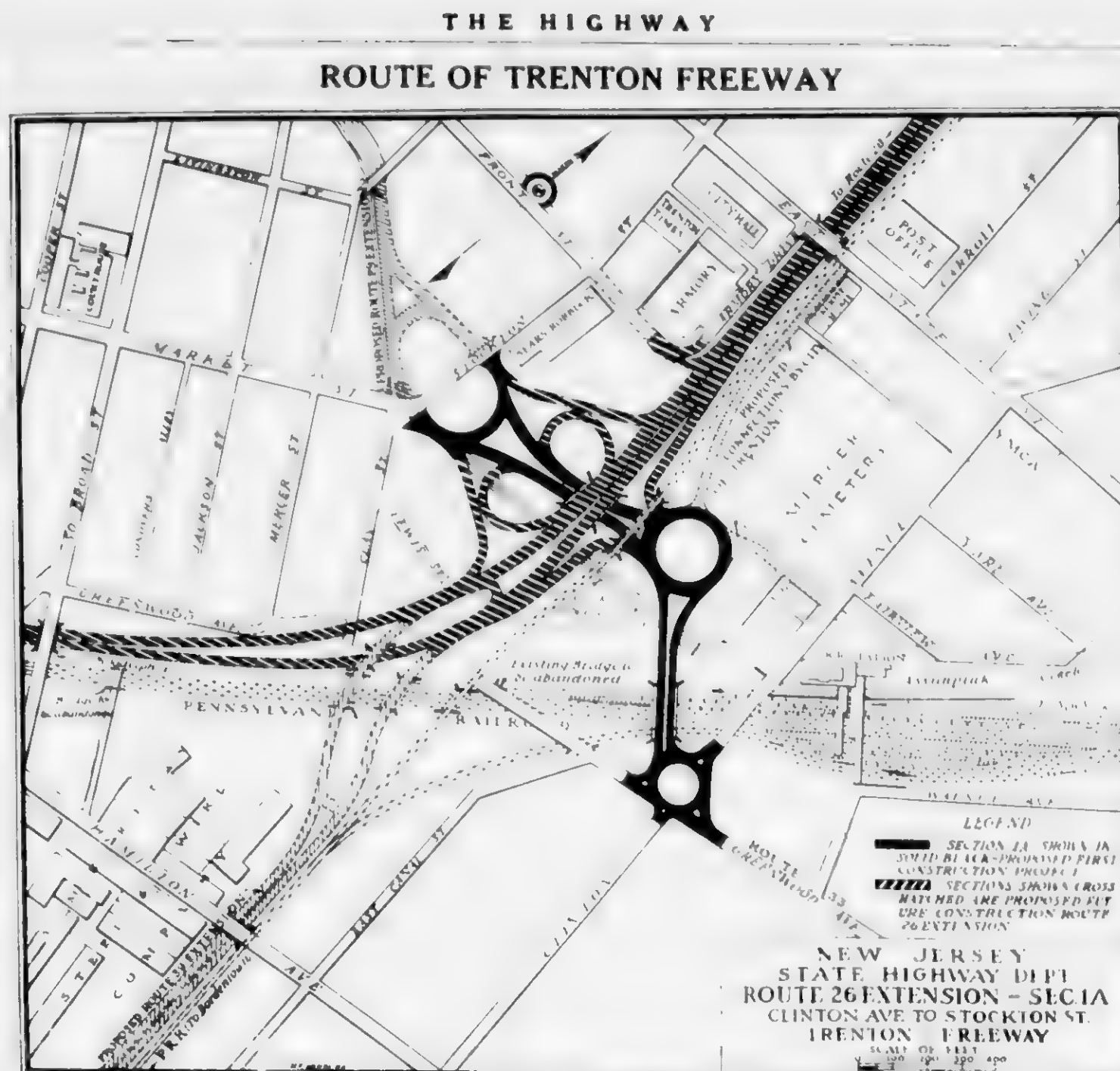
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A portion of the alignment of the proposed Trenton Throughway as it passes through the center of the city is shown in the above plan. The Route enters Trenton from the west at a point north of the Pennsylvania R. R. and parallels the railroad until it reaches Broad St. (Left on plan). Upon leaving the limits shown in this picture it proceeds northward along the bed of the Delaware and Raritan canal and connects with the Brunswick Ave. circle and Route 26.

## REAL ESTATE REPORTS

HERMAN KRAMER

The efficiency of the Highway Department Blood Bank is being demonstrated. Thomas V. MacDougall, of the Title Bureau, who is seriously ill, is being treated at the McKinley Hospital, learned of the necessity of a blood transfusion for his wife at 11:00 a. m. on Thursday, January 30. Mac got in touch with George Heffernan, and by 12 noon Velt Sams, Russ Johnson, Dick Snyder and John Homan, who had the required type for Mrs. MacDougall, were on hand to give the necessary amount of blood. John Homan in this instance was the one who actually gave the transfusion.

On February 3 it became necessary for another transfusion and Russ Johnson and Kenneth R. Martin and Gene Becker responded with Jim Martin giving a transfusion. Several girls of the Department also volunteered but were not called. They were Madeline Lister and Eleanor Elston. Mrs. MacDougall sends her thanks to the Highway Blood Bank and Mac is deeply grateful for the immediate response to his appeal.

John L. Prout is another grandfather—his son, Gordon, who was a prisoner of war in Germany for seventeen months, is the proud daddy of a daughter. Congratulations to the "Proud Prout family."

Norman Lister, the Number One Trapper of the Highway Department, is displaying a beaver's claw to prove that he actually trapped one. The beaver weighed 60 lbs. and was caught in Hamilton Township. The exact location is a trapper's secret. This year is the first in the last 75 to 100 years that beaver trapping has been permissible in New Jersey. The season is for the month of February and requires a special permit.

A hearty welcome is extended to June Mains who is employed as a clerk stenographer in the Title Bureau.

Jim Kondis has enrolled at Rider College. The beaver is a hound administration course in the evening.

Bill Kirk recently took a group of neighborhood boys on a Cod fishing trip out of Shark River Basin. The party left Bordentown at 4:00 a. m. and enjoyed the day, but got no fish!

Our newest addition to the Bureau of Appraisals and Negotiations is Irving Roth in the capacity of Clerk. We welcome Irving.

John Aymar and Tom Stewart attended the meeting and banquet of the Camden County Real Estate Board at the Walt Whitman Hotel in Camden recently.

The Division extends its deepest sympathy to Mr. Temperley upon the passing of his wife.

Roger Sherman commuted with the ground hog on February 2 and it looks as though his prediction of six more weeks of winter will be fulfilled.

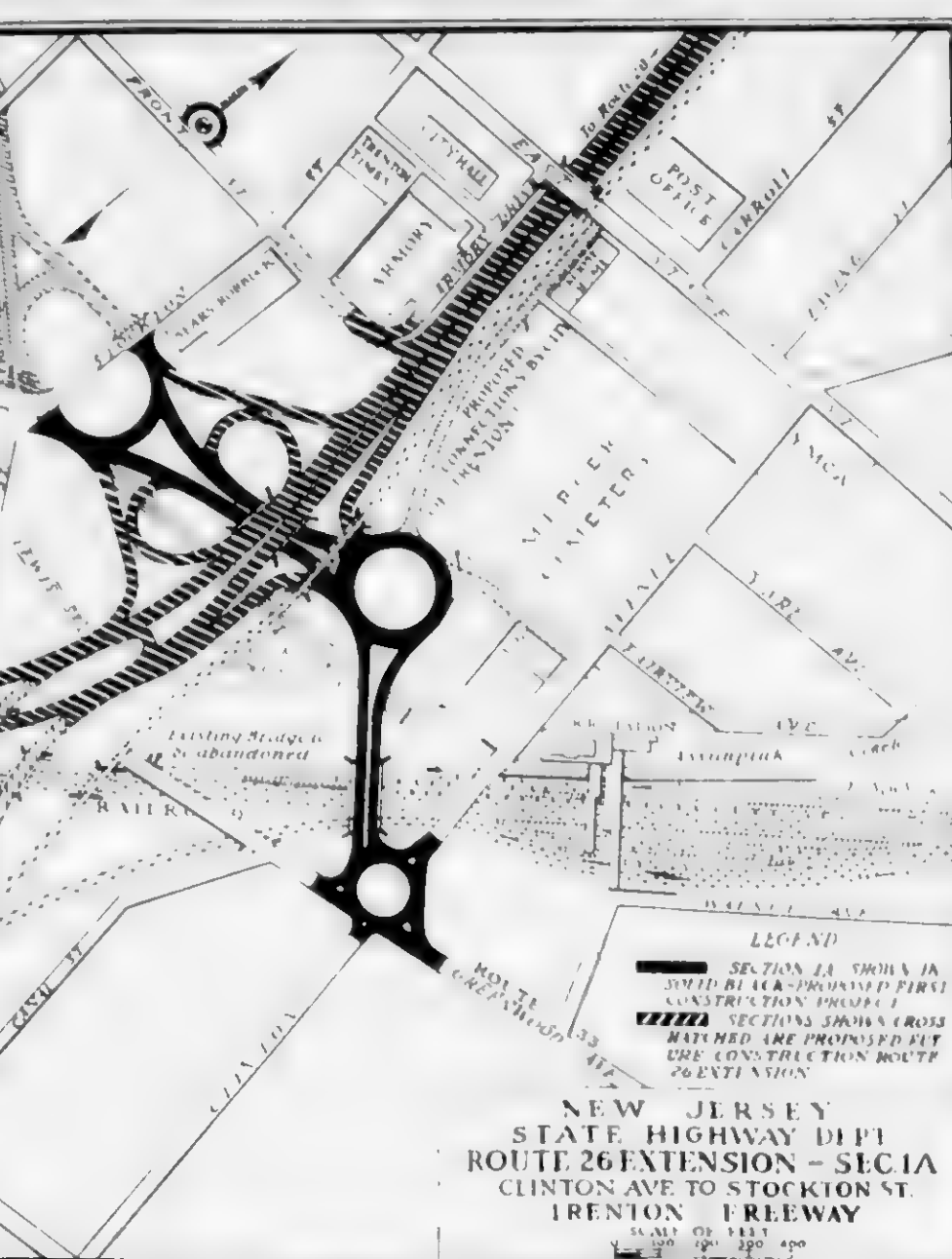
February 10 marks the first anniversary of the passing of one of our former co-workers, Sylvia Lefkowitz.

Harry Bollinson's daughter, Lois, recently came out first in the Annual Amateur's Musical Contest held at Junior No. 3 High School. This is the third year in succession that Lois has been placed in the running. She now has won first, second and third positions.

Josephine O'Hara enjoyed frolicking in the snow with her niece and nephew on the Cadwalader Park Hill during the recent snow fall.

## THE HIGHWAY

### ROUTE OF TRENTON FREEWAY



A portion of the alignment of the proposed Trenton Throughway as it passes through the center of the city is shown in the above plan. The Route enters Trenton from the west at a point north of the Pennsylvania R. R. and parallels the railroad until it reaches Broad St. (Left on plan). Upon leaving the limits shown in this picture it proceeds northward along the bed of the Delaware and Raritan canal and connects with the Brunswick Ave. circle and Route 26.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to Donald Forini of Fernwood on the death of his mother who passed away at her home in Trenton very suddenly.

Enjoying the Florida sunshine are Mr. and Mrs. T. W. Emmons who left by motor February 1 for a month's stay to visit the many vacation spots of that State.

Also anxious to get away from the cold wave and snow that he must have known was coming was Walter Crane of the Newark Garage, who traveled by plane to Florida for a month's sojourn.

The stork paid a welcome visit to the home of Mr. and Mrs. Jack Boulden on Sunday, January 19, leaving an 8½ lb. baby girl.

Jack's smile was second only to that of his dad, Fred, who was more than pleased at becoming a grandfather for the first time. To celebrate the occasion, Jack promptly purchased a new home in Trenton and hopes to obtain possession very shortly.

Many of the Fernwood ex-employees are wearing broad smiles as the results of the examinations held for mechanic were announced. They did very well.

Congratulations to Mr. and Mrs. Paul Sine who celebrated their thirty-second wedding anniversary on January 23. In these days of many marriages, it is gratifying to reflect on a happy and enduring union such as that enjoyed by Mr. and Mrs. Sine. They are the parents of fourteen children and have six grandchildren, all but one living in Trenton close to home. Paul has been on the very sick list lately and while still confined to his home, we are pleased to report to his many friends in the Highway Department that recovery, though slow, is being made.

The name of Joe Carrig has been added to the group of 25-year employees at Fernwood. Joe entered the service of the Highway Department on January 6, 1922, and has been one of the mainstays of the Purchase and Stores Department group ever since.

John Isherwood, the guard who so willingly directs everyone entering Fernwood while he is on duty, has been confined to the Mercer Hospital lately as the result of a serious operation. He is now well on the road to recovery.

Also recuperating at his home following an operation for varicose veins is George Callan, Mechanist at Fernwood. George has suffered from this ailment for many years and we hope the operation will overcome all his troubles.

PHOTOS WANTED

THE HIGHWAY is anxious to get photos of general interest dealing with construction or personnel. If you have any, why not send them in for publication?

## Maintenance Notes



## IMPROVED SIGNS WILL STRESS VISIBILITY AND SIMPLICITY

City Limit Markers—Sign Bridges and Larger Lettering To Aid Motorists

It is widely recognized that New Jersey highways are well marked with regulatory, warning and directional signs and route markers. To keep abreast of our continual expansion, and to maintain this high standard of marking, considerable study toward improvement is being given to the signing problem.

The speed of modern highway traffic demands that the signs be designed and located that they readily attract the attention of the motorist, permit legibility of message at considerable distance and give ample information in a minimum of reading time. If a driver can obtain the necessary information to direct him properly without slowing down and without confusion, safer operation is thereby assured, and the movement of traffic is expedited. This is the goal we hope to attain in our present sign research.

The new signs now being erected generally have larger letters than heretofore, and in most cases will carry not more than two lines of message. The style of lettering is an approved Federal government standard designed for easy reading. The lettering will vary from 6" to 16" in height, depending upon the requirements at specific locations. As in the past, the practice of illuminating and reflectorizing the signs is being continued and studies are being made by the Electrical and Maintenance Divisions to increase the efficiency of these types. A few of the larger signs are being installed on steel sign bridges spanning the roadways.

The esthetic angle has not been ignored. Considerable thought has been given to the problem of making the signs attractive as well as efficient.

Also under consideration is the adoption of a distinctive design for "city limit" markers. At least one attractive design is being studied.

A new style state route marker has been approved, and a new Federal route marker is contemplated. These markers are larger than those now in use and the customary US shield for Federal markers would be continued, but modified by the omission of the state name. This is an approved policy of the Federal government.

Other traffic aids include the installation of delineators, especially on Route 25 in the vicinity of Newark. Several designs are being tested. Soon to appear on certain sections of road will be traffic lines utilizing glass beads.

The motorist may be further served in the near future by the renumbering of our highways. The new system of numbering would

### 15 YARDS AT A BITE



Like a mechanical dinosaur, this huge turnpull picks up its load of 15 cubic yards of fill for deposit along the alignment of Route 100. The tractor in the foreground is rendering assistance at this point but will be disconnected as soon as the turnpull has scooped up the required load. Modern equipment of the types shown is making it possible to maintain schedule on this freeway project.

## THE HIGHWAY

### Administration Division

ARTHUR EGAN

We are going to continue to make our highways better, and we are going to make them safer.

Marvin Howell enjoyed a vacation in the Florida sun at Miami.

Frank Ricketti has transferred to the Department of Taxation and Finance, where he will be examining in the Corporation Tax Division.

Leonard Leighton and Otto Wolf are moving to Arizona where they expect to spend some time. Both the boys are hopeful that the warm dry climate will put them in first class physical condition.

John Egan has suddenly switched his attention from New York to Atlantic City. Wonder if he is training for the Atlantic States Highway Convention.

### BRIDGE BRIEFS

GEO. HEFFERMAN

Engineers often possess extra aptitudes not used in their work and it is interesting to record the variety growing out of this extra energy. A few follow: Dave Lawrence, ward of cards and ribbon; Stas Kanvuk, pianist; Paul Gabrenas, Zither enthusiast; Bob Simon, the Squeeze Box; A. J. Lichtenberg, magic; Wilbur Spencer, mandolin; Sven Hedin, lighting gardener; Loren Shortz, winner; Mike Furry, home repairer; extraordinary Jack Evans, division zone writer; Chester Smith, the Weismuller of room No. 316; Marcel Ludasy, food connoisseur; Harry Lefferon, amateur theatricals; Dot Jakubisin, music lover; P. H. Burch, sailor; Fred Hunter, remodeling the old homestead.

Cigars are in the offing, boys, or it is reported that L. C. Peter is anticipating the arrival of his second grandchild.

Sven Hedin and Loren Shortz were appointed to the Entertainment Committee of the Bridge Division Club.

John H. Patrick and A. J. Lichtenberg were elected to important committees of the Highway Credit Union.

Did you know that coincidental with Jack Koffler's assignment to the newly Passaic River Route S-3 Bridge, a cold wave arrived and Jack (who shivers at 38 degrees) is now in the hospital.

The following have earned 1 point each: J. A. Best, Thomas Desio, N. A. Smith, F. A. Moetz, J. B. Waller, A. H. Sweet, Randolph LaBarra, Frank Strone, Edward E. Miller, Frank Walsh, J. W. Parker, J. T. Sehulster, Samuel Johnson, Robert Mount, K. T. Collins, F. J. Spagnola, Robert G. Ordish, H. A. Butterfoss and Wilbur H. Spencer.

### CHATTER: Dot Jakubisin now

officially a member of our Division. . . . Smiling Sam Rankin and Jim Whitehead welcome visitors to the office. . . . Curtis Waller still engineering the Route No. 44 project at Westville. . . . Harry Bergen back on the job after a sick spell. . . . Major Gabriel supervising boring of the earth's surface along Route No. 25 in Newark. . . . Boatbuilding is now Bill Umberger's first love.

A little while back someone found Pete at the Motorboat show in New York reminiscing of happier days sailing in yankee waters.

Congratulations to Marcel and Mrs. Ludasy for being sustaining members of this season's opera concerts. . . . Morris Goodkind lecturing at the Newark College of Engineering. . . . Ralph Titsworth displaying a very becoming coat of tan and plenty of vigor after relaxing stay at Orlando, Florida. . . . Dominick Somma bidding farewell to the office force as he leaves to accept a more lucrative position with the Walter Kidde Company.

Congratulations to John Patrick who became a grandfather for the third time on Saturday, February 15th.

Bridge Detailer: "Since I met you I can't eat, I can't sleep, I can't drink." She (shyly): "Why not?" B. D.: "I'm broke."

## MACHINE SHOP CLINGS TO LEAD IN HIGHWAY BOWLING LEAGUE

Equipment Bowlers Close in on Leaders Over No. 1 Spot

Despite the fact that they have dropped 10 of their last 15 games, the faltering Machine Shop keepers still clinging desperately to a scant two-game lead in league race that is rapidly developing into a dog fight.

Your M. C. presents—  
THE LADIES...  
Bless Them

"Arizona bound" . . . seems to be in order for the month of February. On the distaff side we have the other half of our M. C., Claire Lacson, spending her days' north of the Arizona sun acquiring a very lovely tan. However, if you were to go in search of Claire you no doubt would find her among the tumble weed and cactus with palatte in one hand and paint brush in the other, painting the western landscape.

Not everyone has the opportunity to sing for our Governor as did Dorothy Hunt. Dot sang in the choir of the First Presbyterian Church on January 21 during services for Governor Driscoll the morning of his inauguration.

One year has passed by since the marriage of Bernadette Johnson to Thomas McTigue. The occasion was celebrated by spending four days in New York catching up on some of the latest shows and nite-spots.

Also spending some time in New York was Ann Manion.

Our sincerest sympathy is extended to Lorraine Orland upon the death of her grandfather, Joseph Finkle, of Lambertville.

Once again we set out the welcome mat for June Maine, who is fulfilling the duties of clerk-stenographer in the Right of Way Division.

We're happy to report that Grace Moore and Mary Harris are back at their desks following their recent illnesses.

Mary Massarotti's mother is in Graduate Hospital, Philadelphia, where she recently underwent a serious operation. With covering Mary, running a home and making daily trips to Philadelphia, Mary is putting in a full day every day.

Betty Levie is becoming quite proficient at operating her new

### GIANT SHOVELS ON ROUTE S-3



The largest shovels ever used in New Jersey will be employed in the excavation of Route S-3 in Rutherford, Bergen County. These powerful excavators will be driven by electricity in order to obtain the heaviest constant pull in the removal of sub-surface rock where the new route will be depressed beneath the street level in Rutherford. The contractor is George M. Brewster & Son.

## THE HIGHWAY

VOLUME 4 — NO. 8

TRENTON, NEW JERSEY

MARCH 1947

### HEAVY GOING



Snow removal equipment was rushed to Monmouth County following the late February snows. Here is a Walter Snow Fighter bucking 8-foot drifts along Route 4. Clarence Scales-Kenneth Ely.

### Thirty-two Finish Training Courses At Rutgers U.

Commissioner Miller Delivers Graduation Address

Thirty-two students were graduated from the short training courses at Rutgers on Saturday, March 15, with impressive ceremonies presided over by University President Robert C. Clothier. The graduates were equally divided between those who took the Engineering Aide and those who qualified as Junior Highway Engineers. Of the Engineering Aides, eight have been taken into the Department and eight are awaiting vacancies. The sixteen Junior Highway Engineers were all either temporary or permanent Department employees.

Impressive exercises featured the graduation of these young men. Following a short address by President Clothier, State Highway Commissioner Spencer Miller, Jr., delivered the principal address of the day. Each graduate received a certificate from Dean Parker H. Daggett as recognition of work completed in this course which is under the G.I. Bill of Rights.

State Highway Department engineers who instructed during the courses included Samuel Bullock, John Evans, Wayne Tusing, Paul Seffrin, and Wesley Bellis. The courses were arranged under the direction of Julius J. Newmark, special engineer.

Prior to the graduation exercises, President Clothier entertained Commissioner Miller, Commander Noble, Mr. Harold W. Griffin, Mr. Newmark, and the instructors at luncheon.

### Equipment Bowlers Share First Place

Overtake Machine Shop in Close Race

After leading the league since the opening night, the Machine Shop team finds itself sharing first place with the fast moving Equipment Five. Another tie also brackets Fernwood G.I.s and Electrical in third and fourth places close on the heels of the leaders. The league will bring regular season to a close on April 10 at which time the first four teams will start a playoff for the championship. At this writing seven teams are in a position to enter the playoffs. The latest standings follow.

	W.	L.
Machine Shop	42	27
Equipment	42	27
Electrical	38	31
Fernwood G.I.	38	31
Fernwood Guards	37	32
White Line	37	32
Maintenance	37	32
Fernwood Office	28	41
Inspection	23	46
Painters	23	46

### 10 Year Club Spring Meeting

The Spring Meeting of the Ten-Year Club will be held on Monday, April 14. The location is the White Way Inn at Atco on Route 43. Tickets are on sale for \$2.50 which will include dinner and entertainment.

Two motion pictures, New Jersey Journey and the 1946 World Series will be shown. For those who wish to go by bus arrangements have been made to leave the State House Annex at 4:30 p. m. For reservations phone Tom Russo in Room 228. The cost is \$1.00 round trip.

Twenty applicants for membership will be voted on and a large turnout is expected.

### Highwaymen Rescue Marooned Mother And Baby

At 1:15 a. m. on the night of February 23rd, Maintenance Headquarters received a call from the State Police at Columbus asking for aid in removing a young mother and her baby from a heatless house on the Crosswick-Ellisdale road.

The snow removal map revealed that a large Walter plow was working about 8 miles away on the Fort Dix road. Supervisor Craft, on duty at this early hour, contacted foreman Megules, who informed him that the equipment could be spared for the rescue. With foreman George McCann in charge, and veteran operators Clarence Scales and Mike Lesnak at the controls, the huge plow left

(Continued on Page 3)

### SPEAKERS' TABLE AT BRIDGE DIVISION DINNER



On March 10 the Bridge Division Club gathered with their guests, 600 strong, at the Robert Treat Hotel in Newark for their sixteenth annual dinner. Commissioner Miller was the principal speaker on the occasion and his address carried a message of interest to all. In this photo from left to right at table are: Marcel Ludasy, A. Lee Grover, J. J. Koffler, Morris Goodkind, Commissioner Miller, George Hefferman, L. C. Petersen, Commander Noble, A. J. Lichtenberg and J. F. Evans, Jr.

## RIP VAN WINKLE SLEPT THROUGH A REVOLUTION!

Washington Irving, in one of his unforgettable stories of the Hudson River Valley, has created the legendary character of Rip Van Winkle who lived in one of the villages founded by Dutch Colonists at the foot of the Catskill Mountains in the closing decade of the Eighteenth Century. Rip, a simple, good natured fellow with an aversion to hard work, and a disposition to attend "to anything else but his own business," wandered one day off into the mountains with his trusty rifle and his faithful dog "Wolf," and there, according to the story, drank deeply of some sailor's rum as a result of which he fell into a deep sleep from which he did not awaken for twenty years. When he awoke "stiff in his joints," he had a flowing beard, his clothes were in tatters, his old "firo-lock" was encrusted with rust and his dog "Wolf" had disappeared. Thereupon he returned to his village to discover to his amazement that all had changed there; his wife had died, his children had grown up and married and his old house had fallen into ruins.

But what betokened the change most clearly was the figure on the sign of the Village Inn. When he went to sleep the "rubicund portrait of His Majesty George the III" was painted on the sign; when he awoke twenty years later the figure on the sign was not that of King George with red coat and scepter, but that of a soldier attired in a blue and buff uniform holding a sword and beneath the figure was the name, "General Washington." Now the significance of that story is not that Rip slept for twenty years—incredible as that is—but that he slept through a revolution—the American Revolution.

The facts are that we today have virtually slept through a revolution—a transportation revolution wrought by the coming of the automobile. In twenty-five years, just five more than Rip Van Winkle's long nap, there has been a revolution in the United States with the coming of the automobile, the fundamental character of which we have hardly appreciated.

In twenty-five years the number of automobiles in this country has increased by over 1000 per cent. Today 67 per cent of all the automobiles in the United States though we have but 7 per cent of the world's population. In 1916 there were 3,512,996 motor vehicles in this country, whereas in 1941 the total number was 34,383,167. While the population of the United States in twenty-five years has increased from approximately 95,000,000 to 135,000,000, or a rate of about 11 per cent every decade, the increase in automobiles has been over 1000 per cent. Twenty-five years ago the majority of the people in this country depended upon public transportation for passenger travel. Today there is ten times as much travel by motor vehicle as by all means of public transportation. So sweeping has this revolution become in America that we are face to face at this time with the congestion on the streets of many of our cities that

(Continued on Page 2)

## Eugene V. Connell Terminates Duties As Consultant

Accepts Full Time Position In Publishing Business

Commissioner Spencer Miller, Jr., has disclosed that Eugene V. Connell, his former consulting assistant and since last October consultant to the Department, has resigned effective April 1 to devote his entire time to the publishing business.

In leaving the State Highway, Mr. Connell has accepted a position with the publishing firm of D. Van Nostrand Co., Inc., of New York, where he will have charge of the publication of engineering books as well as perform general editorial work.

Prior to coming to the Department in May 1942, Mr. Connell had been the head of his own publishing house, the Derrydale Press. It was perhaps partly the result of years in the publishing business that convinced him of the value of having a department man.

As a result, he recommended the publishing of THE HIGHWAY soon after joining the State service.

Upon resuming activities in the field of private business, Mr. Connell looks back upon five years of accomplishment in the Department covering the period of war and post-war difficulties. A large measure of credit is due him for establishing the "open door" policy in the adjustment of personnel problems, the revised system of employee merit rating, the formation of the Safety and Suggestion Committees, the reclassification of employees, and the starting of the Victory Gardens at Fernwood.

In terminating his department connections, Mr. Connell considers it to have been a valuable education as a citizen and a taxpayer to have had the opportunity of becoming familiar with the workings of one of the great departments of the State Government. Coupled with this, he feels that he has been "privileged to have been closely associated with a man of the stature and ability of Commissioner Miller."

## A Late Winter But A Tough One

Men and Equipment Taxed To Limit

Winter was a long time arriving, but when it came it was with a vengeance. Practically all maintenance activities during the month of February and the early part of March were confined to snow removal and ice control operations, and for the first time in several years the entire resources of the Maintenance in men, equipment were called into action at the same time. There were two locations where State Highways were completely blocked for a time, and other places where traffic was seriously interfered with. Generally speaking, however, we were able to maintain two-way traffic and reasonably passable conditions throughout the State in spite of severe drifts.

Particularly commendable was the work accomplished with the Department's heavy snow fighting equipment consisting of the Walters, FWD and Caterpillar Diesel Snow Plows. Located at strategic points throughout the State, this heavy equipment was dispatched to spots where difficulty was being experienced to supplement the operations of the ordinary truck plows.

All personnel engaged in this snow removal work is to be commended. Long hours under extremely adverse conditions were the rule of the day, and Mr. Muir and this staff take this opportunity to express their appreciation of the excellent cooperation of everyone which made the job possible.







## STAGING A COME-BACK



Asbury Park Evening Press Photo

Peter Bowdish Pearce is regaining his health surrounded by clocks which he is repairing for friends and neighbors following a serious illness. His skill is such that despite the fact he can use only his left hand his work has been praised by all for whom he has made repairs.

## PARALYZED BY "FATAL DISEASE" PEARCE STAGES COMEBACK

Former Bridge Mechanic Repairs Clocks In Brielle Home

Peter Bowdish Pearce, a Bridge Maintenance mechanic in the Electrical Division, was stricken during the 1944 Christmas holidays with bacterial endocarditis, a disease which at that time was nearly always fatal. Pearce's courage, endless efforts on the part of doctors and nurses, his wife's devotion, and the magic of penicillin proved that this dread malady can be overcome. Today, "Bowdie," as he is known to his friends, is staging a valiant comeback at his Brielle home where he has set up shop as a clock repairman.

So insidiously did the dread disease fasten itself upon Pearce that it was not until July 1945 that he was committed to the Filkin Hospital in Asbury Park. For many months it was felt that he was suffering minor ailments of the chest.

When positive diagnosis was made, it was decided to use penicillin, a comparatively new drug at the time, and one which was not available readily in the enormous quantities necessary to treat the disease.

During the course of his illness Pearce developed an embolus, or blood clot, that lodged in the left side of the brain, destroying the power of speech and causing paralysis of the right arm and leg as well as resulting in partial blindness.

When the infection was finally eliminated, "Bowdie" was returned to his home after five months in the hospital and treatment was continued. Today, more than two years after he was stricken, he has regained most of his vision, some use of the right arm, and can walk with the use of a cane.

About the first of the year he sat down to tinker with a clock that wouldn't run. With such tools as were at hand, and using only his left hand, Pearce made the necessary repairs. From this small start he is now repairing clocks for neighbors and friends and plans to enlarge the scope of his work to include repairs for jewelers who have already volunteered to supply him with work as soon as his continued recovery permits.

Plans are now under way to build a sun porch to accommodate a well equipped shop, according to Mrs. Pearce, who has been a constant inspiration to her husband. "All of Peter's friends in the Highway Department, his friends here in Brielle, and everyone that knew him has been perfectly wonderful," she said. "They have done everything possible for him in so many ways. He required so many blood transfusions which were always cheerfully volunteered," she added.

Pearce is the son of Ralph Pearce who for many years supervised drawbridge maintenance in the Highway Department. In fact, he learned to repair these bridges under his dad's tutelage.

## THE HIGHWAY

### Maintenance Notes

GENE BECKNER

Congratulations are in order for Mr. and Mrs. Sante Polarelli, 302 West Avenue, Trenton. As they arrived at their home on Monday, March 3, Sante and his wife, Emma, were greeted by a surprise. Supervisor Lanzetta's Road Force, he returned to work with the Department late in 1945 after being away for a year in the U. S. Army, most of which was spent in the European War Theater.

Norm Horner, who is assigned to the snow removal work, ran into difficulty one night recently and instead of being on the job spent the night stranded in a snow drift. Fine situation for a snow removal coordinator to get himself!

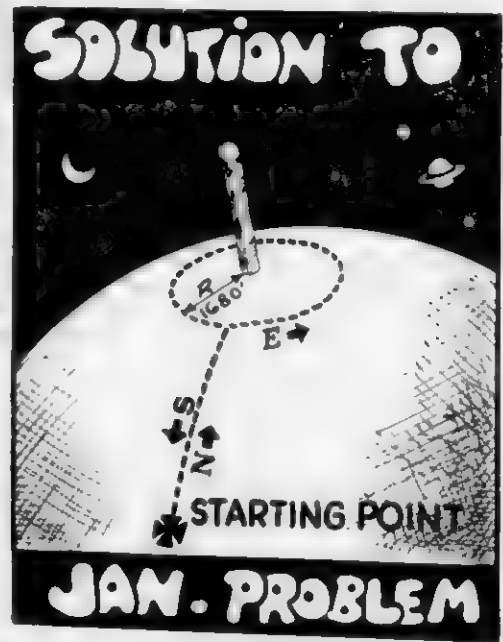
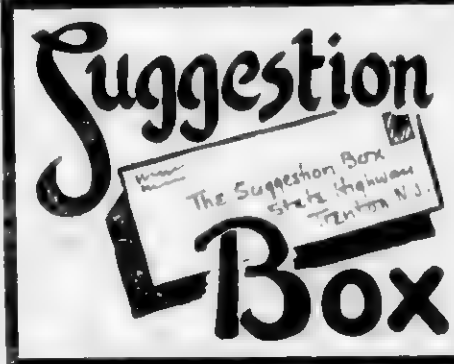
Echoes of the past—a recent news item which came to our attention informed us that Mr. Van Hook, Vice Mayor of Stratham, N. H., had been elected a director of the Fallkill National Bank and Trust Company. By way of further explanation, Mr. Stringham is the husband of the former Gertrude Watson, who was employed in the Maintenance Office during the period from 1920 to 1930. Ken Craft has volunteered to intercede on behalf of any loan applicants.

Orville Hann, of Lambertville, who works in Foreman Low Whelan's maintenance crew, is back on the job after a tussle operation.

Another of our employees who returned to work recently following surgical treatment is Nicholas Mancini, of Cliffwood, in Foreman Low Van Zandt's crew.

Edwin Broome, of Berlin, has been confined to his home for some time with a painful illness. Ed is a veteran employee in the Maintenance Office. During the period from 1920 to 1930, Ken Craft has volunteered to intercede on behalf of any loan applicants.

We are glad to report the return to duty of Alfred Glover, a member of the landscape maintenance crew under Foreman Jack Lloyd. Al has been away from the job for some time because of the serious illness of his wife at home. Mrs. Glover has now been moved to a local hospital, and we sincerely hope for her early recovery.



The Suggestion Committee has started the ball rolling toward a fund for cash prizes to be awarded to top score participants in the Suggestion Plan. It has donated the sum of \$26.20. It is anticipated that Departmental organizations and others will continue their support. Each amount made available will reflect itself in increased participation in the plan and ultimate benefit to the Department.

The Suggestion Committee has recently received four suggestions of an anonymous nature. If the suggestions will resubmit them signing their names and addresses the committee will process them, and assure the senders that they will remain anonymous until the evaluation is completed. The four suggestions related to painting procedure, cloth tapes, reflecting curbs and "The Highway."

**SUGGESTION BOX SCORE**

Name & Division	Totals
Eugene M. Gillette, S. & P.	6
Frank Carfagno, S. & P.	3
Randolph LaBarre, Maint.	3
Leland S. Buzby, S. & P.	3
John Christiano, Pl. & Econ.	2
John Carthy, Maint.	2
Edward Faller, Elec.	2
C. G. Sagers, Maint.	2
J. B. Walter, Maint.	2
Homer Young, Maint.	2

The following have earned 1 point each:

Maintenance Division—Thomas Desio, E. A. Moetz, A. H. Sweet, Frank Strone, Frank Walsh; Survey and Plans—J. A. Best, Edward B. Miller, Samuel Johnson and Robert Mountford; K. T. Collins, F. J. Spagnola, Robert G. Ordish, C. A. Della Torre, David L. Stout;

Electrical—J. W. Parker; Planning and Economics—J. T. Schulster; Equipment—H. A. Butterfoss; Real Estate—W. E. Spencer; Construction—N. A. Smith.

### Answer to Puzzle

If we put three steel balls on either side of the scale and it balances, we know that the light ball is one which has not been weighed. It is therefore only necessary to take the six balls off the scale and weigh the other two to determine the light one.

2. If, however, our groups of three do not balance, we take the lighter set of three and weigh two of them. Should they balance, the light ball is the one left unweighed. If they don't balance, of course the light one is the one which is pulled up.

Send your constructive ideas to "Suggestion Box," State House Annex, Trenton.

## ANOTHER ROUTE 100 OPERATION



The seagoing dredge Lyons is removing half a million yards of mud from the marsh land near Woodbridge as part of the construction operations on Route 100 Freeway. The Lyons, owned by the S. J. Groves Co. contract.

## LABORATORY LINES

PEG BEATTY

Mr. and Mrs. Fred H. Baumann have returned from a vacation in Florida, glad to get back to good old Jersey as the weather was quite cold down there.

Quite a few Lab employees attended the convention and a good time was had by all.

Mr. and Mrs. Charles Dobbin have just returned from their vacation in Mexico City and Guatemala. They made the trip by plane.

Captain Lynn has been recalled to the Army for active duty.

Tom MacRorie has returned from the South after a month's visit with his family in Charlotte, North Carolina.

Perce Davison has been ill and is recuperating at his home in Philadelphia.

Ed Pollock is a changed man during Lent, but look out when it is over—he is going to cut loose, he says.

Russell Sigafos has been ill, but is feeling better now and is taking a few days' vacation.

Norm Schaller's house is being built in dubs and drabs, and some of these days he will be having a housewarming.

Alice Mayer has returned from her vacation in Florida. She looks very well rested.

Two of our new employees, Bill Stam and Bill George, reported from the meeting at the convention.

George Digby, a recent addition to the Bureau of Appraisals and Negotiations, recently had the worm turn on him. George was notified that he was to vacate his home. He immediately purchased a two-family dwelling and now is experiencing the difficulties of getting his tenants to vacate.

June Mains, another recent addition to the Title Bureau, being nominated as the No. 1 sweater girl of the Department by the male employees of the Bureau.

Russ Johnson's annual supply of baby chicks arrived recently and too much. Of course, Russ will turn the tables after about two months when the ax falls on any suspecting necks.

Tony Esposito has returned from a vacation at Miami more tanned than usual.

## REAL ESTATE REPORTS

HERMAN KRAMER

Bertha Cunningham, wife of Joe Cunningham of the State Street Office, is learning to drive the new Nash car that they recently acquired. She has already made the acquaintance of a State trooper while navigating along the Fort Dix Access Road. Trooper doesn't speak well for Joe as a teacher.

Jean Trexler and Bertha Cunningham spent the last weekend in Atlantic City visiting friends.

John Aymer attended the convention and treated Mrs. Aymer to a vacation at the same time. They were celebrating Mrs. Aymer's birthday.

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VOL. 4 — NO. 9

## PARKWAY GRADING



The first section of New Jersey's first Parkway is going forward at a rapid pace. Here we see a grading operation along the Rahway River in Clark Township, Union County, where the Robert W. Cleveland Company has the grading contract.

## HOMESTRETCH SPURT BY EQUIPMENT WINS HIGHWAY BOWLING TITLE

Results Uncertain Until Final Night

By hitting the fastest pace of the season in recent weeks, the Equipment bowling team nosed out Machine Shop for the Highway Bowling League's title. The race was not decided until the final night and only then did Equipment clinch first place.

By taking two out of three games from the Machine Shop, which led throughout most of the season, Equipment won second place in the final standings. Two games behind the leaders, three games out of first place came the GI's and Electrical, tied for third and fourth positions. These teams together with the first two will engage in a playoff to decide the championship.

League activities will officially close with a banquet in honor of the playoff winners. This affair will take place in the local bar on May 1. At this time prizes will be awarded to the league champions and runners up as well as to the following high scoring teams and individuals:

**High Team Score (3 games)**  
Equipment ..... 2677  
Machine Shop ..... 2661

**High Team Score (1 game)**  
Equipment ..... 971  
Machine Shop ..... 933

**High Individual Score (3 games)**  
Joe Mizur ..... 621  
Pete Tuozzolo ..... 615

**High Individual Game**  
Frank Dunn ..... 257  
Tom Brennan ..... 241

**High Season Average**  
Pete Tuozzolo ..... 175.38  
Mark Stevens ..... 172.57  
Chris Kucker ..... 172.16  
Pat Clugston ..... 171.66  
Tom Brennan ..... 170.75

## Red Flags Available

The Safety Committee under the chairmanship of Charles I. Levine announces that new red flags are now available for distribution to maintenance crews and various field forces. These flags are larger than those formerly issued, being 18 by 24 inches. In addition, they have a diagonal band sewed in them so that the flag stands out under all conditions.

These flags may be obtained by application to supervisors or district engineers. They are stored in a warehouse and will be released upon proper requisition. Lengths of reinforcing rods are available for use as flagstays. These rods are driven into road banks at locations where warning flags are required.

# THE HIGHWAY

TRENTON, NEW JERSEY

APRIL, 1947

## HENRY FORD — CREATOR OF THE MOTOR CAR AGE

The passing of Henry Ford brings to a close not only a life which has become almost legendary in America, but a man who has come to personify the motor car age which he did so much to create. It was said of Caesar Augustus that he found Rome in brick and left it in marble. It could almost be said of Henry Ford that he was born into the era of the horse and buggy and left a nation on wheels. More than any other single individual he symbolized this transformation, the evolutionary stages of which can be readily traced. The first motor car with its curved dash board, whip socket and side kerosene lamps, was in literal fact a "horseless carriage." Today's car has few reminders of that initial invention.

For decades historians will tell and retell the story of this man who refused to be defeated, who would not be bound by the conventions of either business or finance, who by sheer creativeness and determination achieved success. Undaunted, undiscouraged and unafraid he went on to build the mightiest automobile empire in the world.

Some will remember Henry Ford as the man who introduced the assembly line and made possible our great system of mass production; others will refer to him as the unorthodox businessman who insisted on the doctrine of high wages as the basis of the development of a mass purchasing power. Still others will recall his interest in American folklore; while others may refer to his original and yet compelling contribution to technical education for youth.

To retire from a great business and then resume its presidency twenty-three years later upon the death of his only son and carry on until his grandson was able to assume control is but another chapter in the fabulous story of this unique American.

Genius was once described by Thomas A. Edison, a contemporary and a great friend of Henry Ford, as 99 percent hard work. It has also been described by the word "energy." More than a century ago Baron de Neauville, a French writer, describing America wrote, "An immense vitality animates this growing State."

Henry Ford was the personification of creative energy. His energy, imagination and skill turned to constructive purpose and joined by the energy, imagination and skill of countless others in the automobile field, has become the foundation of a transportation revolution in our time. For road builders he has left both an example as well as countless problems to resolve in building a highway system adequate to serve the needs of the motoring public in the days ahead.

Sever Miller, Jr.  
State Highway Commissioner

## Clark Harris Drowns

As THE HIGHWAY goes to press it is learned that Clark Harris, who had been employed by the Department since 1919 as a bridge attendant at the Victory Bridge, was drowned while fishing in Raritan Bay. With Mr. Harris at the time his boat capsized was his son-in-law. Further details are missing at this time. Harris is survived by his widow and three daughters, to whom we express every sympathy.

## Flower Show

Gardeners and horticulturists will enthuse over the flower and garden show now current at the State Museum in Trenton. Besides the plants and flowers, a small greenhouse and a garden tool exhibit are of particular interest. The exhibition can be visited daily as well as on Saturdays and Sundays until May 31, the closing date.

## Garden Club Plans Roadside Awards

To Inspect Businesses Along State Highways

The Garden Club of New Jersey has launched a program to encourage the improvement of New Jersey roadways through better construction and proper maintenance of buildings fronting on and adjacent to state highways. In the period between April 7 and April 28, representatives of the Garden Club will inspect such business and industrial establishments in the various counties of the state.

A series of citations will be given by the club for buildings adjacent to state highways which meet with the standards set up by the organization. The citations will be announced at the annual meeting of that organization on May 22 next. For the purpose of the program the state has been divided into ten areas of approximately 150 miles each.

Awards will not be determined solely upon external appearances, for the State Health Department has agreed to check all establishments for compliance with regulations before any awards are made.

The Garden Club's program is in strict conformity with the Highway Department's efforts to improve the appearance of New Jersey roadways. This program is already receiving full consideration for compliance with regulations before any awards are made.

In a recently issued statement, the New Jersey Chamber of Commerce urged all business and industrial concerns to join in "this most commendable venture in community betterment."

## Projects Engineers Re-Assigned

Under a division order dated April 1 the following changes were made in the assignment of State Aid Project Engineers:

Mr. William E. Smith, R. D. No. 1, Franklinville, telephone Glassboro 68-R-3, will be assigned as State Aid Projects Engineer in Cumberland County.

Mr. Harry E. Cutney, Jr., R. D. No. 1, Box 248, Hackettstown, telephone Hackettstown 346-R, will be assigned as State Aid Projects Engineer in Morris County.

Mr. Samuel G. Hann, Broadway, N. J., telephone Washington 333-J-2, will be assigned as State Aid Projects Engineer in Warren County.

Mr. Frederick L. Shill, Jr., 1300 Morgan Avenue, Palmyra, telephone Riverton 9-1228-R, will be assigned as State Aid Projects Engineer in Atlantic County in addition to Camden County.

Mr. Harvey F. Wallace, Jr., 1 Harrison Avenue, Millville, telephone Millville 1076, will be assigned as State Aid Projects Engineer in Salem County.

According to Mr. E. E. Reed, supervisor of State Aid Projects, the above assignments will become effective on May 1, 1947.

## Projects Division Moves to New Quarters

The Projects Division has vacated the quarters it has occupied in the State House Annex for many years and moved to 205 West State Street. They now are in a large private home formerly occupied by an X-ray specialist. It was one of the many mansions which prior to the westward expansion of professional and commercial growth constituted Trenton's "gold coast."



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees

W. CARMAN DAVIS, Editor

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### NEW JERSEY VACATIONS

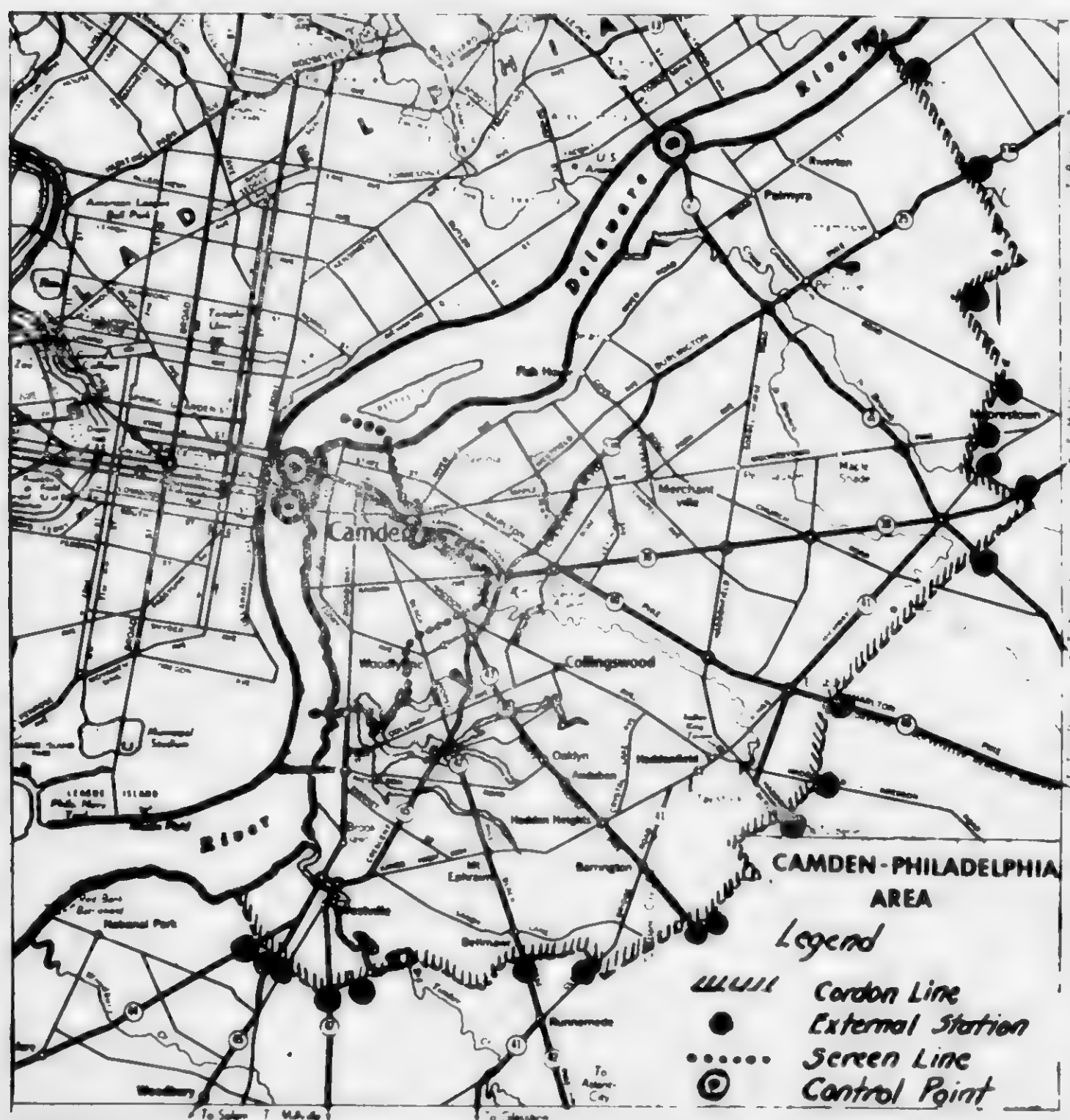
Spring is here! Nowhere is this season of joyous awakening more delightful than in New Jersey. From the Kittatinny Mountains in Sussex County to the golden strands of Cape May, the Garden State is bursting forth in a panorama of unsurpassed beauty. From now until the chill of autumn winds turns the country side into a fair-land of red and gold, the call of the outdoors will be strong in all of us.

If there is a more delightful spot in which to enjoy nature in her many moods than right here in New Jersey, you will look far to find it. Here at home is the magnet that attracts vacationists from all over America by the millions. Seashore and mountain resorts, historic shrines, and a multitude of other advantages, all reached by a superb system of highways, go to make a New Jersey vacation one long remembered.

Whether you are planning a day's journey or a full vacation, you will find the literature of the New Jersey Council a big help. Especially recommended is the booklet, "Sun Fun in New Jersey." This is yours for the asking. Send for it and plan your 1947 vacation in the Garden State. All communications should be addressed to:

THE NEW JERSEY COUNCIL  
Department of Economic Development  
State House, Trenton, N. J.

### WHERE CAMDEN SURVEY WILL TAKE PLACE



The above map shows the territory included in the origin and destination survey in Camden County. This survey will get under way in about two weeks. External stations and control points are shown as well as the screen line which marks the territory within which the home interviews will take place.

### THE HIGHWAY

## SURVEY and PLANS

FRED C. CLAUS

UPPER MONTCLAIR  
Frank Spagnola

Our Budget, "The Highway" back (Mar. 17), Stivali, Podwysinski, Deleau, Lincoln, J. Marino and Lees. Podwysinski, grading job; Deleau resigned as of April 1 to accept a one-year assignment in Alaska; J. Marino, assistant engineer.

Stivali is a competent engineer and his contributions are worth seeing, especially around Alaska. Lees is a fine pianist. Marino is a competent engineer and his contributions are worth seeing, especially around Alaska.

Fuca's good news! A big one. We are wondering what the stork holds in store for the Bob Klein and Frank Kowar babies. Tell us next month.

The handshake to Carmen Papaceno, Engineering aide since March 24. A Rutgers trustee assigned to Tony Marino. Mention of Tony reminds us that he and his wife are staying out on Route 23, Section 16, at High Point Park preparatory to construction.

Kettlewood reports and news. He lost his kid. That is his goat. Premature accident. Coupe, specification writer, does strange things, such as add a period to the series of dots following a suspended sentence. Like this: . . .

Kowar has really been around. Born in Cleveland, lived in El Paso, Los Angeles and points west. New York City, North Carolina and finally settled in Paterson. We're glad because Frank is a regular guy and an asset to the Department.

The "I Hadda Cold" (wanta joint) members for this month are Simpson, Sanwald, J. Lincoln, Mathews and your columnist.

Matchless' Packard purrs like eight kittens. By comparison his model A Ford sound like four tom cats.

Now that the Section 5 plans are completed, Mike Ritchie, Ray Callahan, and Charlie Van Antwerpen have taken advantage of the Easter weather to catch up on a few days of their vacation time.

Emil Cecil joined our office force on April 1 as an assistant highway engineer and is at present helping Bob Rice with the cross-sections.

Charlie Loveland is acting as chief of party in place of George Bryan, who is still out sick. Working with Charlie on Route 4, Section 6 Construction, are Ed Dayton, Maurice McCabe, Sam Rankin, and Tom Evans.

Florence Millerick's copy of "Past Civil Service Examinations" is unquestionably the issue's Book-of-the-Month, if we are to judge from the way it is being passed on the way to stenographers and conferencees. It would further confirm its popularity by revealing that the topic of conversation these days is "Clerk A sorts X letters in one day, and Clerk B sorts four times as many. . . etcetera, etcetera, etcetera."

Betty Levie represented the distaff side of the Department at a recent organizational gathering for the forthcoming Highway Golf Tournament held at the home of Steve Barnocky. Betty wants all girls who can swing a club to enter this handicap affair. The details of which appear elsewhere in this issue.

Bye now.

P. S. FEMALE HELP WANTED—Editors, two, young, to replace applicants for retirement. Experience not necessary. No reference required. Apply in person. Your "M.C."

Robert Bousenberry, and Charlie Bernasco are back again on Rt. No. 28 at North Branch.

Big event of the month for the office was the formation of an Engineering Association Chapter. The men in the office, field, and nearby construction jobs voted by letter ballot and elected Harry Hartmann as president, George Jorgensen as 1st vice president, J. Emory Dederick as 2nd vice president, Johnny Summers as secretary, Don Newman as recording secretary, and Bob Wilcox as treasurer. These men attended the organization meeting of the State Association in Trenton on March 31 and reported on the affair at a chapter meeting held here on April 1. At this time the members voted to retain the officers listed above until next January, with the exception of Mr. Dederick, who because of his election as 2nd vice-president of the State Association had to be replaced. They picked "Westy" Westergard to fill this vacancy, and also selected Moe Levy and Harry Hartmann to act as delegates to the State Association.

Boasting a membership of 40 engineering employees, the chapter expects, thru affiliation with the Civil Service Association and other groups, to help iron out some of the rough spots in their collective jobs and to promote a better understanding between themselves, the Highway Department, and the public.

John Timmons is now assigned to Rt. No. 26 at Robbinsville, in charge of engineering.

Frank Schmidt, Ed Bronfleck,

## Your M. C. presents—

### THE LADIES

Bless Them

A belated report on Mary Mangione and her husband's first wedding anniversary by following in the steps of the same old year was New York and, further, the first anniversary "congratulations" on paper.

However heartening the of the first census and despite the hint and promise of the afternoon sun, the thought of vacationing in Florida, which has been Florence King's good fortune this month, still evokes a longing for the warm and sunny South.

Our first impulse on the departure of the Projects Division from the Annex to the Davison Building was to chorus, "We love to see you go," but in view of the obviously satisfactory office life afforded them, our regrets would be more grous. Instead, we're glad you all look forward to visiting Betty Mead's new office. . . and take this opportunity to express the wish that the Right of Way girls will like the former Projects' office which they occupy.

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### SALVAGE OPERATION



Wherever small shrubs or trees are in the way of grading operations of the Route 4 Parkway, they are carefully moved from the graded width to be replanted in permanent locations. In the above picture Parkway Engineer Deakin and Inspector Whelan consult with the contractor's foreman.

### LABORATORY LINES

PEG BEATTY

Leroy Vogts is at home conversing from an operation. We all wish him a speedy recovery.

Jean Anderson's recent cruise included visits to Nassau, in the Bahamas, Cardenas, and Havana, Cuba.

Lou Riley has returned to work following an operation and looking fine.

We are sorry to lose Pat Del-Busco, who is leaving the Lab to take a position with the Health Department.

Fred Forrest is now a grandfather for the second time, but none of the boys has seen any signs as yet. Hope still runs high.

Bill Stam was second on the list for Lab technician.

Three boys in the Lab, Joe Reed, Jimmie Tuozolo, and Harry Thompson, are sporting new cars. Lucky boys!

John Majernik, Route 34 Manasquan Bridge, is taking a month off to put in a few solid licks on a new home he is building in West Point Pleasant.

Charlie Savastano was struck and seriously injured by a car while at work on the Secaucus Bridge on Easter Sunday. He is in Saint Mary's Hospital, Passaic, visiting hours 2 to 4 p. m. The hospital reports that his condition is satisfactory.

Spring in the air is not half as important as the spring in your heels.

If you're going Places—Get One of These

If you want to know what is going on in New Jersey from the first of April through December, get yourself a State Date Book published by the New Jersey Council, Department of Economic Development. This remarkable little booklet contains more information about scheduled happenings in this State than you would imagine possible.

Take a look at the sporting events. There you will find about everything listed from the annual shuffleboard tournament in Wildwood on August 1st to the big football games. And then there is a complete listing of conventions, baby parades, beauty contests, flower shows, golf matches, fishing and hunting contests, even to the presentation of certificates to the Union County Band and Orchestra Summer School on August 6.

Russell Martin reports that he is showing some improvement in his golf game and hopes to be back swinging in the near future. Lots of luck, Russell.

Don Newman, assistant highway engineer, and Frank Gault, junior engineer, recently transferred from the Survey and Plans to Route 100, Section 2-B, in construction details.

Zeke Davison advocates apples, bananas, and a bit of cheese and butter to give vigor during the approaching warm days.

### ELECTRICAL FLASHES

D. J. HENDERSON

Arthur Cadell, senior building maintenance worker, has resigned as of April 1, 1947, to go into business for himself in Newark. Good luck, "Art," on your new project!

Leonard "Dutch" Liebich is sporting a new car these days. How about a leaf out of your book, "Dutch"?

Frank Harris celebrated his 53rd birthday as well as his 30th wedding anniversary recently.

Ed "Tex" Ranson recently moved to Ewing Township. His present address is 11 Ewingtown Avenue, Ewing Township, Ewing, N. J.

Walter Schuets recently purchased a home at Roosevelt, N. J.

George Walters has been confined to his home on account of illness.

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### THE HIGHWAY

## EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to Leon Crash on the death of his brother who passed away at his home in Point Pleasant, N. J.; also to George Kutch on the death of his brother who passed away at his home in Wilkes-Barre, Pa.

Ken Emmens, who was scheduled to have his first solo flight preparatory to securing his pilot's license, met with a slight accident while taking off from the 112th Army flying field and crashed from a distance of 10 ft. Luckily, he escaped injury, but not the plane. Ken now believes he will confine his activities to the ground crew.

That big smile of Joe Thiel's is his method of showing off his new set of ivory.

Jack Mountford came up with a close shave while carrying out his duties as a volunteer fireman. Answering a call to a brush fire some distance from the road, Jack plowed his way through brush and swamp. When returning to the engine, Jack, who had not had time to put on his boots, found going through the swamp pretty wet. One of the firemen volunteered to carry him over the swampy ground. Fast as lightning, Jack slipped into quicksand and dropped Jack in also. It was necessary to tie a rope around his waist and pull him out. As a result of his wetting, Jack came down with a cold and added another chapter to his experiences as a fireman.

On Friday, March 14, the home of Joe Carrigg was saddened by the loss of his only child, Ruth Carrigg, age 16, who succumbed to a five-day illness of double pneumonia.

We know that all of the Highway Department joins Fernwood in extending to Mr. and Mrs. Carrigg deep sympathies in their hour of sorrow.

Home after a 7-week vacation in Florida and wearing a nice coat of tan is T. W. Emmens. He says you can take his word for it that Florida pets pretty cold, too.

Recuperating after an operation at the Dr. Farmer Hospital in Allentown, N. J., is Al Rust, mechanic at Fernwood.

On Saturday, March 29, quite a little commotion was created in the little town of Denville, N. J. The occasion was the converging of the Doell clan to see their idol, Tom, all dressed out in the proverbial "soap and fish," presenting the hand of his youngest daughter, Shirley, in marriage to one of Denville's eligible young men. Tom, being somewhat reticent and publicly shy, would not divulge the name of the young man, but we know that a very pretty wedding followed by a very nice reception was on the calendar for the day. From all reports, Tom, who had quite some trouble getting to sleep that night, blamed it on indigestion. But we believe it was probably the excitement of the occasion.

Have You Noticed?

The following tid-bit of human behavior or what-not has recently turned up in the Perth Amboy office: Some people can drink as well as stand up as they can stand up. But most cannot stand up so well after they have been drinkin' attin' down as they sit down after drinkin' attin' down.

Hiller Recovering

Those of you who know Jim Hiller will be sorry to hear that he suffered a heart attack around last September 15th and has been staying close to home since then. The latest word is that also Jim seems good and is under his own steam, his doctor will not permit his return to the harness. We who know him well can realize just what a job his doc has on his hands to keep Jim in his Ocean Grove homestead.

Success is failure turned inside out.

The silver tint of the clouds of doubt, And you never can tell how close you are; It may be near when it seems far;

So stick to the fight when you're hardest hit— It's when things seem worst that you mustn't quit.

ANON.

### GRADING ROUTE 100 AT WOODBRIDGE



With the speed of Sea Bees laying out an airfield on a South Pacific island, these operators of giant bulldozers are grading the first section of Route 100 at Woodbridge, between Routes 4 and 35. Topographical features of the landscape change rapidly when equipment like this takes over the job constructing New Jersey's first Freeway.

### PROJECTS PARAGRAPHS

E. L. MEYER

The Projects Division has moved to 205 West State Street. We are still in a state of confusion, but are sure we will like our new quarters very much once we get straightened out.

A meeting of the Projects Division Inspectors Social Club was held on March 14 at Ray's Rendezvous near South River. President Arthur Lee conducted the meeting at which the first Annual Steak Dinner was planned. Thirty members were present. After the meeting an exhibition bowling match was put on by Pete Tuozolo and Art Lee. The dinner committee later set the date as April 17 and the place as Jonathan's Grill at Hamilton and Cleveland Avenues, Trenton, for the steak dinner.

Inspector Chester Ridley is reported ill, and word has been received that Inspector Al Botcher is suffering a broken leg. A speedy recovery is wished for both.

Thomas L. Wilson, inspector in Projects Division for many years, passed away at his home in Woodbury recently after a lengthy illness. Flowers were sent by the Projects Division Inspectors Social Club.

Paymaster Owen Rogers is reported recovering satisfactorily following an operation. We miss Owen's periodic visits to the office and hope to see him back again soon.

Stanley Rosenberg has been added to the tabulating staff of the Cost Department. Stanley is sincerely welcomed to the Administration Division.

Mary Cunningham and Dorothy Hunt of the Cost Department are in the east of the Trenton Elks Club Minstrel to be staged for the benefit of the Crippled Kids Fund. Eddie McElroy is directing the music.

When things go wrong, as they sometimes will, When the road you're treading seems all uphill, When the funds are low and the debts are high, And you want to smile, but you have to sigh, When care is pressing you down a bit, Rest, if you must, but don't quit.

Life is queer with its twists and turns, As everyone of us sometimes learns, And many a failure turns out to be a success, When he might have won had he stuck it out, Don't give it up, though the pace seems slow, You may succeed with another blow.

Success is failure turned inside out— The silver tint of the clouds of doubt, And you never can tell how close you are; It may be near when it seems far;

So stick to the fight when you're hardest hit— It's when things seem worst that you mustn't quit.

ANON.

### Administration Division

ARTHUR EGAN

Marvin L. Howell has resigned as treasurer and clerk of the Township of Ewing. Mr. Howell has a record of twenty years of service with the Township. Ewing is one of the few townships in this area that has consistently reduced taxes while increasing services to the taxpayer.

Bob Fleming of the file room was recently married to Miss Doris Riggs of Stockton. The ceremony was solemnized at Lambertville and a reception for many friends was held at Stockton. We extend congratulations and best wishes to the newlyweds.

Bob Kuhn, son of Charley Kuhn, was recently operated on at Tilton General Hospital, Fort Dix. The operation was performed to correct an injury received during the war. Incidentally, Charlie has been under the doctor's care recently. We hope to see them both around shortly.

Paymaster Owen Rogers is reported recovering satisfactorily following an operation. We miss Owen's periodic visits to the office and hope to see him back again soon.

Stanley Rosenberg has been added to the tabulating staff of the Cost Department. Stanley is sincerely welcomed to the Administration Division.

Mary Cunningham and Dorothy Hunt of the Cost Department are in the east of the Trenton Elks Club Minstrel to be staged for the benefit of the Crippled Kids Fund. Eddie McElroy is directing the music.

When things go wrong, as they sometimes will, When the road you're treading seems all uphill, When the funds are low and the debts are high, And you want to smile, but you have to sigh, When care is pressing you down a bit, Rest, if you must, but don't quit.

Life is queer with its twists and turns, As everyone of us sometimes learns, And many a failure turns out to be a success, When he might have won had he stuck it out, Don't give it up, though the pace seems slow, You may succeed with another blow.

Success is failure turned inside out— The silver tint of the clouds of doubt, And you never can tell how close you are; It may be near when it seems far;

So stick to the fight when you're hardest hit— It's when things seem worst that you mustn't quit.

ANON.

One day a bird ate one leaf from a tree having a great many leaves. The next day he ate two leaves from the same tree; the following day four leaves. Each day thereafter he ate twice the number of leaves he had eaten on the preceding day.

At the end of 30 days he had consumed all the leaves on the tree. On what day had he eaten exactly one half the number of leaves?

(Answer on page 4)

BY WIS. VAN BREEMEN



## SPRING GOLF TOURNAMENT PLANS COMPLETED — GREENACRES CHOSEN

Large Entry Expected for Spring "Kickers" Competition on May 24th

Highway golfers, from duffers to experts, will have an opportunity to participate in the Department's 2nd Annual State-wide Golf Tournament on May 24. The location will be the Greenacres Country Club, which borders Route 27 (Lawrenceville Road) in Lawrenceville, near Trenton.

An enthusiastic committee headed by Steve Barnocky is rapidly completing arrangements for the affair. Last year's inaugural proved beyond a doubt that tournaments of "kicker" type meet with the enthusiastic approval of nearly all. This year's competition is being arranged for women as well as men. Working with Barnocky are Betty Levie, Russell Geller, Russell Cook, and George Hefferman.

Present plans call for players to tee off between 9:30 and 11:45 a. m. Four courses can be arranged either by the players in advance, or every effort will be made to place you in a congenial foursome at the starting tee.

The only cost involved in the \$2.50 which covers your green fee and your share of the prize money. The course has the most modern facilities in the Trenton area and the course is in excellent playing condition. Lockers and caddies are available for those desiring such services, and a photographer will be on hand just in case you desire to preserve for posterity a picture of that 300-yard driving form of yours.

You can greatly aid in the arrangement if you file your entry at an early date with any member of the committee. Do not send any money. All fees will be collected on the day of the tournament. In the event of rain, competition will take place on June 7. Plans are already under way to hold a fall tournament at the Yardley Country Club sometime in September.

## REAL ESTATE REPORTS

HERMAN KRAMER

June Maine of the Title Bureau has returned to her desk after a week's illness.

Tom McDougall of the Title Bureau reports that his wife is making good progress and again they express their gratitude to those who so willingly gave blood transfusions.

Thomas A. Kerwin, Jr. joined the forces of the Bureau of Appraisal and Negotiations on March 17. Tom was formerly with the Division of Survey and Plans.

John Walklett, appraisal engineer of the Bureau of Appraisal and Negotiations, is sporting a brand new Buick.

Ralph DeMaggio, the clerk who was recently employed in this division, inaugurated the idea of sending birthday cards to the employees of this bureau. During the past month cards were sent to Agnes St. John and Jo O'Hara. Congratulations and many happy returns!

If Jim Ireton could bowl as well as he could win prizes at the weekly bowling events, the team would be in the top position instead of in the cellar.

Before the next issue of THE HIGHWAY, the Bureau of Appraisal and Negotiations will have moved to their new offices on the second floor. They will occupy the space recently vacated by Mr. Reed's forces who moved to the Davison property on West State Street.

Because of the sugar shortage, Ina Revoire finds it difficult to keep this office supplied with cinnamon buns.

During the Easter holidays Harry Beinson and family visited in Atlantic City. Bertha Cunningham enjoyed strolling along the boardwalk in Asbury Park; and Jack Whitehead and family spent several days in Baltimore.

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## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interest of Its Employees

W. CARMAN DAVIS, Editor

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### A LIFE WILL BE SAVED

TOMORROW a life will be saved.  
Tomorrow, an accident which would have happened, will not happen.  
Tomorrow, a car will approach a stop street—and stop.

A driver will glance at his speedometer and ease his foot off the accelerator—and an accident will have been prevented.

A child will dart from behind a hedge or a parked car. An approaching driver will see him in time because he will have been looking for him.

A pedestrian will start across a busy street, remember and wait—and the morgue will have been cheated of another victim.

Somewhere in New Jersey at a party tomorrow night a man will drink a final highball, sway a little and ask his wife to drive. He'll be drunk, but alive. Death will not take a holiday tomorrow, but there will be one less story in the paper, one less headline to write, one less figure to add to a mounting total.

It is not possible to tell where this accident which could have happened, did not happen.

It could have been on a long, level, wide highway or a hedge-marked intersection in a quiet residential road. It could have been on a dark, narrow, winding country road. No one knows—or will ever know. There will be no sign to mark the spot where the death car which was not a death car drove quietly by.

But tomorrow night, somewhere in New Jersey a human being—a man, a woman or a child will go about his everyday affairs never knowing death passed him by. And tomorrow, this miracle will happen because tomorrow somebody is reading these lines.

Someone will remember these words tomorrow and be a little more careful.

It could be anyone in New Jersey able to read and able to drive. This life which will be saved may be that of an obscure workingman, or a person of wealth. It may be that of a baby or a debutante, a ne'er-do-well or a youth of promise. It may be your mother's or your wife's. It may be your son's or your neighbor's. It may even be yours! —*Newark News*

### ELECTRICAL FLASHES

D. J. HENDERSON

About six months ago, Joe Powell of the Lower Merion Bridge reported to the police that a watch and an alarm clock were stolen from his car while he was on duty. Joe is the Justice of the Peace of Laurelton, and he swore that he would give the crook a good spell in jail; alarm clocks were a pretty scarce item. A few days ago Joe lifted the seat cushion of his car and there were the "stolen" goods. Joe gave himself a suspended sentence.

Charlie Stecker is all over the place in North Jersey these days covering the inspection of electrical work at the Rt. S-3 bridge, the Rt. 25-A bridge, and the Rt. 25 widening from North Avenue to Port St. When last seen he was hurrying to keep a date with an expansion joint.

Wedding bells for Harry LeWick of the Rt. 25-M Passaic bridge. Congratulations, Harry. Best wishes from all of us to you and the missus for happiness and long life.

We welcome William F. Rogers to the drawbridge maintenance crew of Supervisor Tom Deter. He was "Buck" Rogers, of course, before he finished his first day's work.

William Bush, bridge attendant on the Route 36 Shrewsbury River Bridge, Highlands, died suddenly on May 10. Mr. Bush was stricken while at work and died at his home about six hours later. He

### PROJECTS PARAGRAPHS

E. L. MEYER

About fifty persons attended the steak dinner given April 17 by the Inspectors Social Club.

Mr. Reed, Mr. Harris, Ernest Topping and Harvey Wallace addressed the group.

Considerable interest was shown in the affair and it is intended to make it an annual get-together. Even Al Bottcher attended with his broken leg in a cast.

The newest member of the Projects Division is George C. Cullen, son of Carl, who is classified as a clerk. Carl has been on the Navy nearly a year now and has just celebrated his twenty-first birthday.

"Chuck" Knowles was married April 12 to Anne Natalie Lord of Melrose, Mass. The ceremony was performed in Melrose, but the newlyweds are residing at 22 Wall Street, Trenton. The Projects Division wishes them the best of luck.

William Bush, bridge attendant on the Route 36 Shrewsbury River Bridge, Highlands, died suddenly on May 10. Mr. Bush was stricken while at work and died at his home about six hours later. He

## THE HIGHWAY

### TAKING A BIG BITE



Some idea of the size of the gigantic electric shovels used on the Route S-3 job in Rutherford may be gained from comparison with the trucks in this photo. These shovels are capable of picking up five cubic yards at a bite and are the largest ever used in New Jersey.

### CONSTRUCTION COMMENTS

JAMES O'ROURKE

#### NORTHERN DISTRICT

David Pettigrew

At the Traffic Circle, Routes 21, 25 and 29, pavement, drainage and bridge construction operations are in full swing. With the new and varied construction equipment on hand, the public may well wonder if there is any construction area left.

A. A. Paul, Resident Engineer, is kept on his toes keeping traffic moving.

Traffic sign bridges have been constructed at various points to direct the traffic into the proper channels.

Route S-3, Messrs. Kays & Vogel, the resident engineers on both sections of Route S-3, report the big Bucyrus Erie 8-yard shovels are tearing up the terra firma and large Euclid trucks are hauling the material to the proper places behind the bridge abutments and across the fill areas. Drain pipes are being laid and the job is a beehive of activity.

The Canal diversion was made on Sunday, April 20th, to the complete satisfaction of the Waldrich Bleachery Co.

Route 6, The old pavement which gave such wonderful service for so many years is being cracked up and placed in the fill. New concrete pavement is replacing the old, with center islands and lane separators.

Other small jobs, one at Westfield, is about to start. The job at Route 23, near High Point Park (Dave Pettigrew, resident engineer), is progressing rapidly. The large metal culverts are being constructed to take the place of the weak and over-taxed small wooden bridges. Excavation work is progressing satisfactorily.

Route 25-A, Approaches to the new Stickle Bridge in Newark and Harrison show signs of spring. Although this job is just starting, the contractor is driving piles for the bridge footings. James H. Driscoll, resident engineer, has established a field office and grading operations are to be started in the immediate future.

Route 4, Arcola, Widening and eliminating of the bottleneck at Warren Point is well under way. Center piers for the bridge are now under construction. Temporary pavement has been constructed and in the immediate future new concrete pavement will be laid to connect with the present pavement on each side of the Erie Railroad.

On State highways, construction work is in full swing. Spring is here.

PERSONNEL JOTTINGS, The weekly visits of Harry D. Robins, construction engineer, are a great help in solving knotty problems. Two senior members, F. Westervelt, Traffic engineer, and Frank W. Bird, senior auditor, are on the job, rain or shine. Ronald M. Beck, district engineer, has for his secretary, Margaret Hennessy Durning, who has the distinction of serving the Department longer than any other

lady. She has been employed since July 21, 1919. . . . We all offer our condolences to Mrs. Adele Uth on the demise of her father. . . . Glad to welcome back Resident Engineer F. E. Beck, alias "Kentucky Colonel," assigned to Route 6, who has been ill with an annoying attack of the grippe. . . . Also glad to see Maurice Radz back on the job. Be careful of that throat, Maurice.

When Emil Benosist, a recent visitor to the Trenton Office, heard that an IST was anchored at the Trenton Marine Terminal, he and Jake Shivers went to see the craft. Emil had spent a large part of the last year aboard those ships and wasn't long in getting aboard and inspecting her from top to bottom. After a year or so of civilian life, he found it rather difficult to maneuver in the small cabins.

Among recent shifts: William Goss transferred from the Projects Division to Route 4, Section 6 (Parkway) . . . Foster Lance transferred from Survey and Plans to construction on Route 29, Section 7 (Parkway) . . . W. R. Sontag from Route 29, Section 7 to Planning and Economics . . . Frank Tindall from Survey and Plans to Route 25, Section 1B.

Charles H. Keller is on leave to undergo active training as a Gun-Mate 3C aboard the U. S. S. Wisconsin.

H. B. Wotthen, Asst. Highway Eng., recently resigned to become associated with the contracting firm of S. J. Groves & Sons, Good luck, Hap.

### LABORATORY LINES

PEG BEATTY

Congratulations to Clarence Young. He is the proud father of a son. He also has a daughter.

Bob Harris' wife made a trip to New York on April 27 to participate in the "Double or Nothing" radio program, and brought home \$250. Bob is material inpector.

Bill Ryan's daughter fell down a flight of stairs and fractured three vertebrae. It is expected that she will be in a cast for at least three months. We all wish her a speedy recovery.

### Attend Suggestion Conference

The 3rd Regional Conference of the National Association of Suggestion Systems, of which the Highway Department is a member, was held at the Hotel Adelphia in Philadelphia on May 6.

### PLANNING and ECONOMICS

TRENTON  
Fred M. Quinn

Welcome to Miss Teresa Ade Kelly, the most recent addition to our staff.

L. P. Dileo has been assigned by W. E. Henderson, Traffic Engineer, to determine who will be the "Champ Calculator" in the "Weapons" slide rules at the next meeting.

Congratulations to Mr. and Mrs. John E. Jones, Jr., who are the proud parents of a baby son, born May 8. Their daughter, Patricia Ann, is four years old.

Two analysts recently held a lengthy discussion involving the use of complicated mathematical formulas as a basis for arriving at an estimate of the benefits to be gained by motorists of the future. It came to a sudden close when the first asked the second for definite proof of the accuracy of the results. . . . the second warned his way out by saying, "Only God or Mr. Bellis can give you that."

George DeHahn decided to investigate traffic conditions of our northern highways the practical way. With George Mendez as his guide, and his wives as passengers, the party set forth. An enjoyable trip (except for the "shop talk") is reported by the wives.

While in East Orange, the DeHahns had an opportunity to admire Mr. Mendez' "dressed-up fleas," which, he says, are "quite a spectacle to behold."

### BRIDGE BRIEFS

GEO. HEFFERNAN

A happy welcome is extended to the following engineers who recently rejoined the Division: Sam Rankin, Ed Courson and Leon Chaten, assigned to bridges on Route S-3 in Passaic and Bergen Counties; Paul Geiser and Bill Higginson on Passaic River Bridge approaches, and Bob Hutchinson.

M. L. Vail leaving the sands of Atlantic City for the mud of Turtle Brook, Route No. 100, in Woodbridge.

Members of the Bridge Division Club gathered together for their Annual Spring Dinner held at the Lithuanian Club on May 19. A steak dinner was served by a local caterer.

Dave Lawrie has made a deposit on a home on Fernwood Lane, off the Lawrenceville Road near Trenton. Dave is keeping his fingers crossed until the deed is in his possession. Maybe a house warming is in the offing.

BRIEFS: Wilbur Spencer attended the Tall Cedars Convention in Atlantic City on May 9, 10, and 11. . . . Entertainment committee working on an outing to be held at Swartswood Lake, possibly in September. . . . Cash- ing "War Bonds" for groceries becoming more necessary each month with the boys getting "two" instead of the "four for three". . . . George Peel at the crossroads, Route No. 44 over Route No. 45 at Westville. . . . Bob Sizum, Wilbur Spencer and Chester P. Smith the very proud grandfathers of two golf instruction. . . . A. J. Lichtenberg, H. Patrick, P. H. Burch and Wilbur Spencer, among the season's gardening enthusiasts despite a late spring.

The Bridge Division Club has made available through its secretary, John F. Evans, Jr., the sum of \$25, to be given as an award for a meritorious suggestion at the discretion of the Suggestion Committee.

Fowler of the Suggestion Committee attended as representatives of the Department.

May, 1947

### Your M. C. presents— THE LADIES... Bless Them

In this, the month of May (Mother's Day), with your kind permission your M.C. digresses on the customary reference to highway co-workers (of the distasteful side as "B.G.s." (which is "career-ish" in the "two-socks-with-pay" manner) for a few items, at least. Besides, to Eden Logan, mother of Robert Jeffrey, born April 19, and to Madge Kierman, mother of Sharon Elizabeth, born April 28, it would hardly apply. To the young mothers, congratulations! . . . to the new infants, a few words from Joseph Auslander's beautifully expressed sentiments in "For a Child Born in This Time" . . .

"Sweet stranger from a distant star,  
This world is yours to mend or mar;  
Small traveler, all out of breath,  
This world, that runs from life to death,  
Awaits as might some banquet place,  
Welcome, and God give you His grace!"

Dorothy Layton's fond farewell in her honor on April 30. Her hostesses were Ann Manion, Agnes St. John, Josephine O'Hara, Bertha Cunningham, Ina Revoire, Jean Trexler, Fanny Brenna, Dorothy Jakubisin, Stae Kanyuh, Mary Mangine, Edith Toth, Lorraine Orland, Alice Carroll, Miriam Devlin, Loretta DeFilippo, and Frances Martin. . . . "Tis reported that John Walter who attended the luncheon looked very lovely and sylvan-like. Another young mother, Marie Christian, was a charming visitor to the Department recently. . . . It's nice to welcome Ruth Hill, who has returned to our fold for a while.

In April a double birthday celebration took place when LaRaine Birch and Betty Levie were feted with a dinner at Weinmann's. Their hostesses included Helen Talon, Rita DeVaney, Kathryn Laughry, Mary Massarotti and Marion Hester.

John Garofalo, engineering aide, reported for duty on April 21. He has recently completed a Trainee Course at Rutgers University. His home is at Woodbine. Welcome to our ranks, men!

George Patton, Gene Gillette, Max Seckendorf, and John Garofalo are busily engaged in staking out the approaches and temporary roadway at Maurice River Bridge, Route 49, Millville. Gillette has been assigned as Resident Engineer on the roadway items. Surveys and plans for this project were prepared by the Woodlyne Office.

scanned for familiar names of our friends and co-workers (and hopefully) our own. In the May 3 issue, under Administrative Assistant, Grade III, General Administration, we spotted the name Ruth H. Moran. Congratulations, Ruth. . . . very nice work! Bye now . . .

The return engagement of eligible lists to The Shield is a heartening sight and exciting, too, particularly when such lists are being

Those two survey parties seen measuring, etc., and simultaneously dodging cars along Route 17, Rutherford, are: Gornitzky, Stenson, Adrosko, Balshan, Bubier, Van Zee, Vilar, and Dynes. Burnett and Rosenberg were members of this intrepid crew, but were recently transferred back to Newark.

Harold S. Weiss has rejoined the Highway Department. He has reassumed his assistant highway engineering duties at his old familiar desk since April 14. Glad to see you back, Harold!

Charles H. Fredricks, of Fairlawn, has been added to our roster as an engineering aide, as of April 28. Welcome to the gang, Charles.

Glasses and Passes: Matchett—please comb your hair. Simpson—police your buttons. Sanwald—are you gonna buy the house? Weiss—how you render those operatic airs!

John Marino, engineering aide, was transferred to construction duty on the Rt. S-3 grading job in Clifton. John suffered quite an operation two months ago—hope you're O.K. now, John.

These Highway girls posed for their picture prior to attending a luncheon given to Dorothy Layton, who is starting extended leave from the Department on May 1.

From left to right: the ladies are (front row): Bertha Cunningham, Jean Trexler, Edith Tozer, Ina Revoire, and Alice Carroll. Rear row: June Walters, Fannie Brenna, Lorraine Orland, Dorothy Layton, Josephine O'Hara, Mary Mangine, and Miriam Devlin.

May, 1947

## THE HIGHWAY

### WITNESS HOUSE MOVING DEMONSTRATION



"House Moving Made Easy" might well be the title of the demonstration witnessed by right-of-way officials of New Jersey and New York on May 2. The group saw for the first time a gigantic rubber-tired machine, capable of picking up a 100-ton building 34'x40' and rolling away with it on 8-foot wheels. The demonstration was arranged by William Hartshorne and Joseph Van Winkle, right-of-way men who entertained the right-of-way men

at luncheon at the Manor House in Moorestown. This machine, which can lift a building 10 feet, is one of the three in existence. The others are in Brazil and Texas.

From left to right in the photo are: Thomas Kerwin, right-of-way negotiator; J. R. Barnard, associate land claims adjuster of the Bureau of Right of Way and Claims, Department of Public Works, New York State; Thomas W. Stewart, appraisal engineer; R. R. Sloan, land and claims ad-

justor of the Bureau of Right of Way and Claims, New York State; M. H. Miller, land and claims adjuster, Bureau of Right of Way and Claims, New York State; Joseph Van Winkle, building mover; H. N. Kramer, administrative assistant, Grade I; J. Rosati, building contractor of Long Island; F. A. Irwin, right-of-way negotiator; William Hartshorne, building mover; William R. Hancock, George Digby, and R. A. Sherman, right-of-way negotiators.

For Memorial Day: Of course, it's nice to wave our flag. At times—as people may; But better—patriotically, To wave it every day!

WOODLYNE Bill Hurley

Wayne Tusing, who taught engineering aides and junior engineering trainees at Rutgers several months ago, has returned to Rutgers, this time to study soils.

A. R. Heintze entrusted his check to Senator Klaghorn (Joe Philpot) for cashing. The Senator returned with the full amount all right, but \$91.00 of it was in one dollar bills.

Harry Marvin, having fully recovered from his operation, is back at his desk again.

With John Timmons now in charge of Engineering at Robbinsville, Jack Ayre is again able to use his own drawing instruments.

The following is dedicated to Ben Franklin: Some men can smile in the evening. Some men can smile in the dawn. But the man worth while is the man that can smile when all of the uppers are gone.

CRANFORD James V. Hyde

Bridge Inspectors Sam Rankin and Paul Geiser, who were temporarily assigned to this office, have returned to the Bridge Division.

George Bryan and Frank Krupp are back on the job after several weeks on the sick list. Glad to see you back, fellows.

The Equipment Division has treated us quite well this month with two new station wagons for the field parties, a Ford sedan for Mr. Braybrooke, and a brand new erasing machine for Mike Ritchie.

William Hasburg, designing highway engineer, has been temporarily transferred to Cranford from the Newark office.

We wonder if Archie VanBlarcom aspires to membership in the Polar Bear Club, as it was reliably reported that Van, apparently ignoring the unseasonable weather, has been seen splashing about—clothes and all—in a small stream adjoining the Parkway line.

This office can report quite an enthusiastic response to the current membership drive of the Engineering Association with better than 90 percent of the group already paid up members.

### REAL ESTATE REPORTS

HERMAN KRAMER

Morris Balbresky recently won the Trenton Times Gold Medal for "Bowler of the Week of Mercer County," with a single high game of 270. Morris is a member of the Professional League at Hill's Bowling Alley.

Harry Beilinson's daughter, Lois, is convalescing after a very serious case of measles.

Bertha Cunningham, wife of Joe Cunningham of the Lewis Street Office, successfully passed her auto driver's test.

Judy Balbresky, daughter of Morris, is sure to find a spot in Hollywood before long. Not as an actress, but as a producer. She recently directed and played a major role in a one-act play which was for the benefit of the Health League.

Jack Whitehead's father is recovering after a recent operation.

Ed Drake, his wife and son spent a recent weekend in New York. Ed says that he couldn't get tickets for the Circus which he wanted, but settled for Radio City and several other spots of interest. These Drakes are sure getting around, as they spent the weekend of May 17 at Long Branch.

Volt "Pappy" Sams has planted the corn for the annual "Corn Roast." This affair has grown in popularity annually and a lot of people are already looking forward to another party on the banks of the Delaware.

Kirk Schanck requests information on how grass is grown in shady spots. Kirk will appreciate anyone who can furnish this information getting in touch with him.

June Mains, the newest addition to the Title Bureau, after being back at her desk following a brief illness, has since that time undergone a serious operation, but is expected to be back at work in the near future.

LEWIS STREET OFFICE Joe Cunningham

The Trenton Chapter of the Engineering Association of New Jersey State Highway Department held its regular monthly meeting in the Highway Board Room on Tuesday evening, April 29. Carl Slemmer and A. P. Gabrenas were elected as delegates to serve on the executive committee of the state association.

A word of greeting and welcome to Walter H. Aaronson, who joined this office force in May as an engineering aide.

Frank Schmidt and party are locating topography on Rt. 25 (Hightstown to Cranbury). Could be that this will be our next construction project.

We regret to announce the resignation of two employees of this office, John Goodale, a junior Highway engineer, and Dave Stout, assistant Highway engineer. Dave, we understand, is now doing survey work for the Department of Conservation.

### TRENTON

Alex Cohen

Hardly a season goes by without a change in office arrangement. The latest finds C. A. Burn in Room 305-3, Harry D. Robbins in Room 305-4, and "Jerry" Oskora in Room 309. Redecoration recently took place but business is now being conducted at the new standards.

Now that the excitement of preparing for and taking the stenographic examinations is over, the galactic room is awaiting the results. Best wishes, girls. May all of you be up near the top of the list.



## YALE UNIVERSITY TRAFFIC BUREAU OFFERS TEN FELLOWSHIPS

Graduate Study and Research Open to Qualified Men

The Bureau of Highway Traffic in Yale University is offering ten fellowships in Traffic Engineering for the year 1947-48. Nine of these awards have been made possible through a grant from the Automotive Safety Foundation, one from the American Transit Association and a memorial to Charles Gordon and Charles D. Cass.

These fellowships are open to men with engineering degrees who have had experience in city engineering, highway engineering or related fields. Preference will be given to those who are at present employed in street and highway engineering and who secure a leave of absence in order to return to their present employer.

Each fellowship provides a living stipend of \$800.00, disbursed at the rate of \$100.00 a month for a period of eight months while the student must be in residence in New Haven. The fellowships also provide a tuition fee of \$400.00. In addition, \$200.00 is available to each student for his individual research project to be approved by the Bureau.

The course of study will include: Highway Traffic Characteristics, Highway Traffic Regulation, Traffic Design, Traffic Planning, Traffic Administration, Practical Traffic Problems, and Student Research.

Requests for additional information should be addressed to Bureau of Highway Traffic, Yale University, Stratton Hall, New Haven 11, Connecticut. Each applicant should designate the fellowship award in which he is primarily interested. The closing date is June 15th, 1947.

### Administration Division

ARTHUR EGAN

Dave Rodman and the "Mayor" of Burlington recently made a business trip to Washington, D. C. While in the Capitol, he visited with Congressman Mathews. Dave reports that he now has everything straightened out down there.

Sincere sympathy is extended to Franklin Gophart whose father passed away recently.

Condolences are also extended to Edward and Mrs. McCordell. Mrs. McCordell's father also passed away recently.

Rizziero (Champ) Cintia has been transferred from the Paymasters Department to the Accounting Division, where he will assist Harold Rice with his ever growing duties.

We are glad to see Owen Rogers back on the job again and still carrying the ball as well as ever. As Owen puts it, "When they made him they were making men" to which we will agree in full.

Paymaster and Mrs. Edward McCordell motored to Durham, N. C., where they visited their son who is a student at Duke University. Ed, Jr., accompanied his parents on the return trip home.

James DeSantis has been added to the Paymasters Department staff. We roll out the mat and welcome him into the Administration Division.

Chatter: Charlie Walker informs us that he is again dusting off the baseball shoes and expects to play with a local team. We will be watching the box score, son... Frank Torkewitz has again become a grandfather—his daughter recently giving birth to a girl. Congratulations... Viola Gallagher has been on the sick list for some time. We wish her a quick recovery and hope to see her soon... Andy Brown is another bed patient. We miss Andy around and hope to see him back again in the near future...

## THE HIGHWAY

### STICKLE BRIDGE APPROACHES



There should be no settlement on the Stickle Memorial Bridge ramps when this pile driving crew have finished their job. In the foreground the bents have been cut off to correct elevation while behind them the pile driver is sinking other piles. The contractor is Ole Hanson & Sons, Highway representatives under H. R. Gabriel include Walter Devereux, Paul Geiser and Wm. E. Higginson.

### Maintenance Notes

GENE BECKER

Joseph Delano, of Scotch Plains, truck driver in Foreman Augie Newman's maintenance crew, was painfully injured when a Department truck which he was operating along Route No. 29 in Hillsdale was struck by a passing motorist. Joe was hospitalized for some time at the Alexian Brothers Hospital, Elizabeth, but was discharged and is now convalescing at home.

Two of our veteran employees who returned to work after a bout with the flu, Louis works in the Painter Foreman Peter Ehrhart, of Jersey City, and Sign Painter Homer Rodgers, of Trenton.

Ex-Capt. George McCann, U. S. Army Engineers, has forsaken the land soldiers and has become Navy-minded. George recently acquired a boat which he is now making ship-shape down in the Delaware at Crofton. George has a summer cottage at Seaside Heights where he plans to berth his boat in Barnegat Bay.

Peter Passarella, of Atco, who works for Assistant Foreman Bill Smith, was seriously injured in an automobile accident off the job during the weekend of April 6.

Latest of Department employees to return to duty from military service is Joseph P. Wilke, of Delanco, who returned to Foreman Charles Dickinson's payroll May 1. After several weeks' vacation, Joe resumed active duty as truck driver in this crew on May 19. Joe was seriously injured while in military service and has

been undergoing treatment both at Tilton Hospital, Fort Dix, and Walter Reade Hospital, Washington. He stopped in at the office the other day and was looking fine. It is a real pleasure to welcome him back.

Wedding bells rang out recently for Bill Harbinson, of Camden, who is a member of Foreman William Dix's maintenance crew. Bill was married on April 12 to Joan Baptiste, of Baptiste Avenue, Barrington, N. J. After a short honeymoon trip the happy couple have now moved into their new apartment at 14 E. Osmond Avenue, Oaklyn. Congratulations, Mr. and Mrs. Harbinson!

Louis Jannone of Chatsworth, has returned to work after a bout with the flu. Louis works in the Assistant Foreman Willis Brown's maintenance crew.

### SUGGESTION BOX

DO YOU RESIST a new idea, a change, or a better way of accomplishing an objective? History demonstrates that every new thought and every great scientific truth has met resistance. The opposition is generally more certain of the exactness of its observations than the creative mind offering the new thoughts.

FOOD FOR THOUGHT. When railroads were first proposed, one of the objections raised against them was the menace to human life of travel at 15 m. p. h. When speeds of 100 m. p. h. were promised by the early airplanes, it was frequently asserted that human beings could not stand such velocities. . . . Before the typewriter was proven a success, hard-headed business men asked,

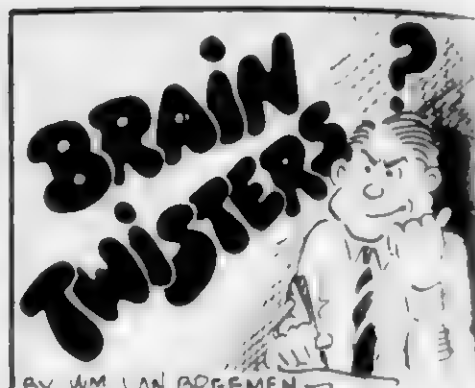
"How could any man ever have enough letters to write to justify THE SUGGESTION PLAN?" The Highway Department has been providing a means of having your ideas evaluated in a manner providing for a sympathetic appraisal. Since 1943, several hundred suggestions have poured in and many energetic and progressive employees have been singled out for cash and certificate awards for their efforts.

Name and Division	Total
E. M. Gillette, Surv. & Plans	8
R. LaBarre, Maint.	7
J. Carby, Maint.	6
F. G. Hoeger, Elect.	5
E. Faller, Elect.	4
F. Carfagno, Surv. & Plans	3
F. J. Spagnola, Surv. & Plans	3
D. L. Stout, Surv. & Plans	3
J. B. Walter, Maint.	3
W. H. Spencer, Bridge	3
J. Christiano, Plan. & Econ.	3
K. T. Collins, Surv. & Plans	3
C. G. Sagers, Maint.	3
H. Young, Maint.	3
W. Masterton, Real Estate	3
H. J. Thomas, Surv. & Plans	3
W. Reeves, Const.	3
J. E. Tallon, Surv. & Plans	3
A. Innocenzi, Elect.	3
H. E. Pierce, Elect.	3

Twenty-one additional employees have earned a participation credit of one.

#### Solution to Problem

1. Fill A and pour entire contents into B.
2. Again fill A and pour 4 gallons of it into B. This operation fills B and leaves 1 gallon in A.
3. Empty B and pour 1 gallon remaining in A into B.
4. Again fill A and then pour entire contents into B. B now contains 5 gallons.
5. Again fill A and pour 3 gallons into B. This leaves 2 gallons in A.
6. Empty B and pour the 2 gallons remaining in A into B.
7. Again fill A and pour entire contents into B. B now contains 7 gallons, the desired amount.



Suppose you have a 5 gallon, marked A, and a 3 gallon, marked B, and that you are supplied with water. You want to measure exactly 7 gallons of water. By utilizing only these two vessels how can you contrive to measure exactly 7 gallons? (Continued on this page)

### ABRAHAM JOHNSTONE

It is with sincere regret that we announce the passing of Abraham Johnstone, former Maintenance supervisor in charge of the Southern District, who died at his home in Dorchester, N. J., on Tuesday, April 29. Mr. Johnstone was first employed by the State Highway Department on December 1, 1913. He was appointed supervisor of Maintenance on September 1, 1920, and served in this capacity until his retirement on May 15, 1939. Mr. Johnstone was a member of the Ten Year Club of the Department and was among the first of our members to be honored for 25 years of service. Funeral services were held at his home on Friday, May 2. Members of the Maintenance Division who acted as bearers included Supervisor John J. Kelly and Foreman T. F. Carter. W. L. Dilks and Ralph Evans. Many other members of the Department attended the funeral services, including John J. Stadel, Earl Storer, Kenneth Craft, Fred Baker and Raymond Drake of Trenton.

Surviving are Mr. Johnstone's widow, a daughter, Mrs. Zaid Whildin, who is the wife of Maintenance Foreman Earl Whildin, and two grandsons. To them we take this opportunity to express our sincere sympathy.



VOL. 4 — NO. 11

### ROADSIDE RESTS ON BLUE STAR DRIVE



On May 19th a group representing the State Highway Department, and those interested in roadside beautification, gathered in the Executive Offices when Governor Alfred E. Driscoll signed Senate Bill 205. This bill authorizes the establishment of roadside rests along Blue Star Drive for the accommodation of the traveling and general public. Present on the occasion were, seated from left to right: Mrs. LeRoy Clark, president of the Palisades Nature Assn.; Mrs. Laurence Wilson, president of the Garden Club of New Jersey; Governor Driscoll, Mrs. Vance R. Hood, chairman of the Blue Star Drive; and Mrs. Chester Schomp, chairman of Roadside Planting, Garden Club, Standing. From left to right: Henry James, director of Palisades Interstate Park Commission; Mrs. D. V. Waters, representative of Hunterdon County Garden Club; Edward W. Kilpatrick, assistant State Highway Engineer; Charles M. Noble, State Highway Engineer; and State Highway Commissioner Spencer Miller, Jr.

## VALUABLE SERVICE RENDERED BY ROAD CONDITION REPORTS

Monthly Bulletin Has Wide Circulation

For approximately twenty years, except for a period during the war when Commissioner Miller suspended its publication, the State Highway Department has issued each month a bulletin appropriately entitled "New Jersey Road Condition Report."

This little mimeographed survey of road conditions throughout the State's twenty-one counties contains information of importance to the motoring public—especially those who come from afar and are unfamiliar with local traveling conditions.

After a lead paragraph or two in which are highlighted the outstanding obstacles to safe driving conditions, the report is divided into two groupings. The first of these deals with information pertaining to state highways and lists all construction jobs, detours, local driving conditions and other pertinent information. An example of this data chosen at random from the May report reads: Route 23 from Clove Road, Montague Township to Entrance Road at High Point State Park, Sussex County, two and one-half miles of reconstruction of existing pavement. Traffic maintained—Narrow Pavement. Caution!"

The second part of the report deals with county and municipal road conditions. Again, as in the case of state highways, all construction work is listed according to counties, together with detours and closing operations.

The Road Condition Report is compiled each month by Vincent F. McGowan of the Administration Division from information gathered from many sources. Among those contacted in presenting road conditions throughout New Jersey's twenty-one counties are: resident engineers on construction, division field offices, the State Engineers, county engineers, county superintendents, and similar sources.

After mimeographing, over 700 of the completed forms are sent each month to travel bureaus, automobile clubs, newspapers (the Newark Evening News prints the report in full), press associations, spot owners and many others. Broad distribution in all of the

(Continued on Page 3)

# THE HIGHWAY

TRENTON, NEW JERSEY

JUNE, 1947

## Constitutional Convention of New Jersey

The Constitution of a democratic state is the fundamental law of a free people. It provides the frame of government and the set of principles by which the liberties of the citizens are to be preserved. It is for that reason that the most sovereign act that a free people can perform is to draft the fundamental law under which they are to be governed. Constitutional Conventions are infrequent in a democratic society. The United States government itself, which is the oldest Constitutional Democracy in the world, has not had a Constitutional Convention since 1787. The State of New Jersey, which is one of the original 13 Colonies, has had but two Constitutional Conventions in its history, the last one in 1844.

By authority of the State Legislature and by the subsequent vote of the people, the citizens of New Jersey have by a vote of 275,209 to 53,280 on June 3 legalized a Constitutional Convention for New Jersey. This then will be the first Convention authorized in 103 years.

When the 81 delegates to the Constitutional Convention met in the gymnasium of Rutgers University in accordance with this mandate of the people, it was not only significant but an historic occasion. The Governor of the State, who acted as the Presiding Officer at the opening of the Convention, in his opening address said, in part: "While this State has lived under the same constitution, with but little change, for over a century, its people, their life and work have undergone the effects of a civil war, of two world wars and of industrial and social revolutions since our present constitution was adopted in 1844. It is your task to appraise these great forces in terms of present constitutional standards, to test what we have against what we need, to retain what has withstood the test of time and to re-examine and discard what is no longer acceptable, to build in new fields which were unknown a century ago."

In concluding his outstanding address, the Governor said to the delegates, "The rights that you exercise in this convention were won in 1776 and protected in memorable struggles through the years. The fight for liberty, however, must be won anew each day and the contest for good government waged during the days of peace is no less important than the battle waged in the heat of armed conflict. May your service in the drafting of a new constitution be one of dedication to the memory of the men and women who fought in the wars to make and keep us a free people. May you be blessed with clearness of vision, to the end that citizens of this State a hundred years hence will repeat your names with pride and call you devout, wise and just. Yours, ladies and gentlemen of this convention, is the opportunity of a century."

During the months of June, July and August, the 81 delegates will wrestle with the problems of fashioning a new Constitution for New Jersey to substitute for the antiquated and inadequate Charter under which New Jersey government has been operating for the last 103 years. Matters having to do with the Bill of Rights and the Legislative, Executive and Judicial branches of government as well as amending clauses will be the subject of extended debates and ultimate decision. No one is wise enough to predict now with certainty what the final draft will contain. It is probable as the Constitution is revised and brought up to date, wider powers will be given the State to provide for more adequate zoning and the development of the public domain under the sound principle of just compensation.

There is no question but what New Jersey does need a new Constitution. That is no longer a subject for debate. How that is to be achieved, what the new Constitution will contain, is for the delegates to determine. It is the function of all good citizens to watch with continuing attention the activities of these 81 delegates and to aid them in their task, and if the document that is prepared is worthy of public support, adopt it with enthusiasm in November.

One thousand nine hundred and forty-seven will be remembered as the year in which the first Constitutional Convention was held in New Jersey in 103 years. It is to be hoped that it will also be remembered as the year when the people, having a new and more adequate Constitution drafted by a Constitutional Convention, found it to be acceptable and adopted it by an overwhelming vote.

Spencer Miller, Jr.  
State Highway Commissioner

## Ten Year Outing Scheduled for September 13th

Big Program Planned for Annual Klaag's Grove Picnic

If the September outing of the Ten Year Club is not the biggest and best yet, it won't be the fault of chairman Kenneth Craft of Maintenance. For the next two months this enthusiastic individual will devote a large portion of his energy toward planning what he defines as something stupendous, magnificent, and colossal.

Ken fell heir to the job when entertainment committee chairman William Wharton of Projects resigned recently and he is imparting to his new duties an enthusiasm which will guarantee success.

This will mark the first outing since the war at which time so many of the service men will be present. With food rationing a thing of the past, the menu will be replete with the types of food and refreshments that made pre-war outings a fond memory long after they had passed.

As has been the custom for several years, Klaag's Grove in Trenton will be the scene of festivities. This spot has proved to be ideal since it affords facilities for having a good time regardless of the weather.

The usual games, contests, and prizes will be in evidence along with some new wrinkles, according to reports of early planning. Arrangements are already under way to accommodate the largest turnout in Ten Year Club history.

Working with Craft on this committee are: Jim Ireton, Kirk Schenck, John Knowlsey, Ossie (Continued on Page 2)

### Dies Suddenly



PAUL P. STEEN

The sudden death of Paul P. Steen, 48, an assistant highway engineer in the Survey and Plans Division, came as a shock to his many friends in the Department. His body was found in a local hotel room on June 4th and death was attributed to heart failure. He had reported for work the previous day and appeared to be in good health.

Paul joined the forces of the Highway Department on January 3, 1922, after a short period of employment with the Pennsylvania R.R. He was a graduate of Trenton High School and Ohio Northern University and was a veteran of World War I. During his more than 25 years with the Highway, Steen became one of our most popular employees. His ready smile and cheery manner won for him a host of friends. He is survived by his widow, Mrs. Ursula Steen, a former member of the Department staff, and a brother, Joseph Steen, of Buffalo.

Funeral services were held in Trenton and interment was at Jacobstown, N. J.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees

W. CARMAN DAVIS, Editor

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### VACATION TIME

A small group of Highway men and women annually join thousands of other minority groups in a winter trek southward. There they relax under the semitropical sun of Florida, Bermuda, and other garden spots, temporarily safe from winter's blasts. Talk to any of them and they will give you a hundred and one valid reasons for a January or February vacation and they may well be right. To the average person, however, the good old summertime is vacation time. When the thermometer climbs its tortuous way into the nineties you don't need a travel folder to make you yearn for the leafy glades of the mountains, the cool breezes of the seashore, or the call of the open road. Even a week or two of just loafing around the house, and perhaps catching up on an odd job or two, is attractive when the summer calls for a general slowdown.

This summer, for the first time in five years, THE HIGHWAY will join the horde of July and August vacationers. Rounding out five full years of publication, without missing an issue, has from time to time worked some hardships on the very limited staff of your paper, all who were performing regular jobs in addition to their newspaper duties. This year there will be no juggling of vacations, or settling for a few days at a time, for Commissioner Miller has authorized suspending publication with this issue until next September. So to our more than two thousand readers we say, have a nice summer, enjoy your vacations . . . and we'll be seeing you about the second week in September.

### STATE AID PROJECTS NEW HOME



This is the old mansion on West State Street that now houses the New Jersey State Highway Department's State Aid Projects Division. Renovation of this old residence has resulted in a fine set of offices with adequate space for this heretofore overcrowded group. Someday all the scattered units of the Department will be gathered under the roof of the new state office building. Until that time arrives, don't feel sorry for Projects. They are very comfortable where they are.

### 10 YEAR CLUB OUTING

(Continued from Page 1)  
Nelson, Bill Carnival, Jess Brannin, Charles Doherty, George Conover, Jim Malloy, John Mad-den, Al Hincken, Norm Smith, Sven Hedin, Bob Simon, Jim Tuziole, Henry Johnson, Tom Russo, Al Wright, Sr., Russ Hen-ry, Clarence Seales, Mike Les-nak, Bill Regan, and John Koch-ford.

Since THE HIGHWAY will suspend publication during July and August, this is probably the last notice you will receive through this medium. It would be well, therefore, to forget supersti-tions regarding the date, Septem-ber 13, and make your arrange-ments with the wife early. Plan on being among those present—rain or shine.

## THE HIGHWAY

June, 1947

### SURVEY and PLANS

FRED C. CLAUS

**CRANFORD**  
James V. Hyde

Warren Gould, junior highway engineer, who resigned last fall to continue his studies at the Newark College of Engineering, is now back with the Department and is at present working with Jim Roper's crew on cross-sections.

Sure signs of summer, George Bryan and Bill Pfister are now sporting their respective versions of headwear that the well-dressed man about town will wear during the coming torrid months.

Frank Krupp, assistant highway engineer (trainee) has re-gained to take employment in an-other line of endeavor. Since coming to this office Frank has been working with Bill Goodwin's crew.

Sylvester Berger, Harry and Bill Ehrenfeld, and Kyle Totten, assistant highway engineers, have been transferred here from the Flemington office and are cur-rently working with Charles (Van) Vanderhoof's right of way crew.

We are glad to hear that Maurice McCabe's wife, who re-cently underwent an operation, has made a rapid recovery and it is expected that she will soon be able to return home from the Bound Brook Hospital.

**WOOLLYNE**  
Bill Hurley

We welcome to our ranks George Leonard, a new man in the Department from Collings-wood. George is a senior highway engineer and fits into George Edward's party very nicely. They are working in the field on Baird Avenue Overpass. Others in this party are Jim Flynn and Ed Brewer.

Most of the office force are busily engaged in grinding out the plans for the resurfacing of Penn and Linden Street ap-proaches to the Delaware River bridge. Another field party is working down under in Westville, on our construction job. The party consists of Roy Weather-by, chief, Hen Thomas, Carl Mor-risey, and Paul Hooper. On the same job under the able super-vision of Resident Engineer Frank Shoemaker is Joe Philpot, office man. Howard Morrissey, on aggregate hopper, George Prater, on cement hopper, W. Reeves, on pump, and Mike A. Hinken, on grade and wet ex-con. A. R. Heintze, on mixer, and S. John-son, on sifting earth for samples for sub-base. Carl Hooper is ex-pected to join this hard hitting force sometime this week. Carl has been working for Carl Tee-gan in the Lewis Street office, but Frank Shoemaker was finally able to secure his services down here with the understanding that he leave his pipe on Lewis Street.

Bob Mountford's daughter, Jane, graduates from Penn this month. Bob wants to go to the graduation looking like a suc-cessful engineer, but he is not quite sure how one looks. Can you help him out?

It is well known now that Tom Pierce has bought a house and is settling down in Oaklyn. This means fewer nights at the Lodge and more nights at home for Tom.

### UPPER MONTCLAIR

Frank J. Spagnola

Sounding like a hospital report is the following: Adrosko strained a lumbar muscle trying to lift a manhole cover. Hope it's O. K. by now. Joe, Art Lincoln has his son, Joe, Jr., in the hospital. Confinement he was up and around as chipper as ever. Bob Less was shaken and slightly injured in an unavoidable car accident the lat-ter part of May. A cut over the eye required some stitches. Stivali and Vogel (K.) are an insepar-able pair. They work nicely to-gether as a team.

Coupe is again working at the Newark office—temporarily, of course. We wouldn't part with Rodger for love nor money.)

The Memorial Day week-end was something—three glorious sunny summer days. Kowar, Weiss, and Fredricka reported on Monday following with nice tans as a result.

DiGiacomo has been seen tak-ing bricks home recently. As he isn't Irish, we'll believe him. He's building a wall at his new home.

Guest Matchett's Packard takes too much gas—he's using the old Ford again.

The 4:30 quit is on for the summer; nice break, especially for farmers Kettlewood and Berber-ick to get in a bit more time weeding and cultivating.

We rarely see our field forces, especially those on construction, so here's a salutation to Neville's gang on the two jobs on Route S-3, and to Tony Marino's crew on jobs on Rt. 6 and Rt. 23.

Hello, Fellows  
Here's to you who eat the dust of construction each day. And here's to you who daily must Survey the roads you lay.  
We understand the constant care for the additional paving is under way and it is expected paving operations will start about June 15, weather permitting. Of course it keeps the highway dry.  
So here's to you whose every move is perfect to the test.  
The product of your efforts prove Our highways are the best.

### LEWIS STREET OFFICE

Joe Cunningham

Kyle Totten, Sy Berger, Harry Ehrenfeld, and William Ehrenfeld have been transferred from the Flemington Office to Cranford.

Walter Kruck spent part of his vacation moving six tons of coal from his garage to his house, and didn't lose a bit. Weight—that is.

Frank's Schmidt, Dutch Bren-nick, Bob Bousenberry, Charles Bernasco divide their time between the As-built survey of Rt. No. 28, Sect. No. 24-B, and the stake-out of Rt. No. 25, Hightstown to Cranbury.

Howard Groth and party are setting stakes for forms, and dodging traffic on Rt. No. 25, Robbinsville to Yardville.

Dick Walklet has returned for summer employment after a well spent year at school. We also wel-come Thomas Kinney, a new em-ployee.

Apparently there is more than one way to make a survey. Joe Jan-cek and party can be seen al-most any day on somebody's roof. They have triangulation points on top of several buildings in this area.

PERSONAL: Anyone knowing of a good house for sale in this area please notify Carl Stemmer.

### NEWARK

Ralph Perry

Jet propulsion was explained to the members of the Newark Chap-ter of the Highway Engineering Association at their May meeting by Mr. Jantzen, General Electric Engineer. A motion picture was used showing the basic principles involved. President Howard Koons accepted the reports of our dele-gates to Trenton who were Tony Marino and John Lincoln.

Howard Rigby should feel proud of his son who will be accepted into Princeton this fall, and true to the tradition of "Like father, like son," Howard, Jr., is taking the Civil Engineering course. Our chief's daughter, Dorothy, also be-lieves that higher education is an asset—she has become a Junior in N. J. C.

F. J. Palkowetz and W. R. Yetman joined the survey crew recently as engineering aides.

Steve Strait should try feeding his chickens vitamins if he ex-

### Construction Comments

Northern Division  
DAVID PETTIGREW

Construction on Route S-3 is now in full swing. Weather con-conditions sure messed the job up for a while, but things are now boom-ing along. The big 5 Yard Shows are excavating material in the Rutherford Area and hauling over to the Clifton side, placing the behind bridge abutments and in the large fill areas. Drainage work is progressing. The Upper Pond of the Worthen and Aldrich Com-pany has been filled and the water supply to the bleachery is now in operation. Filling of the Lower Pond is an operation which needs a lot of care because any excess silt may cause the bleachery operations serious handicaps.

Route No. 4, Arcola—This job is going along well. The bridge steel is now erected, soon the pay-ing operations will begin and this bottle-neck which has hindered traffic for so many years will be eliminated.

Route No. 6, Totowa is now taking shape, grading operations for the additional paving is under way and it is expected paving operations will start about June 15, weather permitting. Of course it keeps the highway dry.  
So here's to you whose every move is perfect to the test.  
The product of your efforts prove Our highways are the best.

Route No. 23, High Point—Weather conditions have ham-pered this mountainside job. Rain and rock conditions are gradually being overcome and the contrac-tor is now hauling shale and it will not be long before this fa-tiguing job is completed.

Route No. 25—The contractor on this job sure has his hands full providing necessary places for traffic to operate and at the same time do his work. This job is slowly taking shape. Bridge construction is going along well and soon we will have traffic op-erating over several of the bridges, from Elizabeth to the Newark Airport. The job, as a whole, is slowly taking shape and it is hoped the contractors can soon get the necessary materials to finish the lighting standards and sign bridges. The long dis-cussed telephone booths and the necessary parking turnouts are now completed, also the fire alarm standards are completed. Beauti-ful work is being done in the area nearest Elizabeth and it will not be long before this stretch of highway will be completed in every detail and be one of the best designed and constructed highways in the United States. While three of the roadway contracts are prac-tically complete, the small re-maining items are being held up because of weather conditions in order to make connections to the uncompleted contract.

Route No. 28, Westfield—This project, while mainly consisting of patching and resurfacing, has gone along well and is now com-pleted. Motorists will be glad to have a smooth riding area and it will improve traffic conditions im-mensely.

Steve Burrows will have the In-ternal portion to do and the home interviews will begin June 9th.

We extend our sympathy to John Armitage on the death of an uncle.

**TRENTON**  
F. M. Quinn

"Lamp-lighter" DeHahn has torn callouses on his fingers by shining office lights in con-formation with recent bulletin ring economy.

B. T. Patterson is back home after a spell in the field on the Camden O & D Survey.

J. P. Severns will write a book on his experiences getting to and from Fernwood via bus.

The official name for the thor-ax that extends from the front to the rear of the first floor at No. 148, is "Fritzche's Alley."

C. A. Hurley, Jr., and Ben Sarasky are currently gathering data at the Motor Vehicle Record Division. That's a tough job—working in the same room with 100 girls.

W. E. Henderson recently broke all records traveling from here to Vermont and back (by train).

Mr. and Mrs. S. Johanneston are motoring down to Sea Island, Georgia, where they will be guests at The Cloister. We all wish them a very happy vacation.

Leon Carlidge, who has been confined to bed at the St. Francis Hospital and the University of Penn Hospital with a serious ill-ness, has returned home and is doing nicely. We all wish him a speedy recovery.

Quite some excitement was created at the Lab last week when an airplane crashed in this vicin-ity, landing in a field belonging to the farm of Marvin L. Howell.

### PLANNING and ECONOMICS

NEWARK  
Jack Meyer

We extend a welcome to John Kosterowski and Thomas Vitelli. John was recently discharged from the Navy and now joins the ranks of our traffic enumerators. Tom, a former federal employee, joins the office force as a traffic analyst.

We also extend a welcome to an old friend and former employee at this Department, Thomas Dar-ryshire, transferred from Con-struction on May 16th. He was one of the "gang" when we were known as Statewide Highway Planning Survey.

Another one of our bright young men left the thinning ranks of the bachelors on May 10th. William J. (Bill) Henderson sat for the State examination Satur-day morning, and was married the same afternoon. Congratulations are in order for both perform-ances.

We regret the loss of Florence Bastamante through her resigna-tion on May 31st. Florence, in the midst of the final drive for her degree from Columbia, had to give way to the press of her school work and preparations for a de-pressed event late in the fall. We wish her the best of luck.

Although Tony Anabile was fitted for and now wears a foun-tation garment, we do not notice any improvement in his figure. Tony strained his sacro-liliac lean-ing his basement, hence the garment. That is the story.

After a lot of work and worry on the part of Joe Natale and Joe Severns in laying the ground work and coordinating our work with the State of Pennsylvania, the "am-dent Origin and Destination Survey gets under way this month.

John Christiano, the demon in-terviewer, will take charge of the External portion of the O & D Survey which will start, weather agreeable, June 16th and run through September.

Steve Burrows will have the In-ternal portion to do and the home interviews will begin June 9th.

We extend our sympathy to John Armitage on the death of an uncle.

**TRENTON**  
F. M. Quinn

"Lamp-lighter" DeHahn has torn callouses on his fingers by shining office lights in con-formation with recent bulletin ring economy.

B. T. Patterson is back home after a spell in the field on the Camden O & D Survey.

J. P. Severns will write a book on his experiences getting to and from Fernwood via bus.

The official name for the thor-ax that extends from the front to the rear of the first floor at No. 148, is "Fritzche's Alley."

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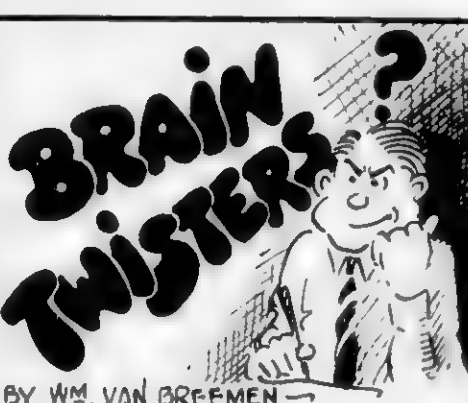
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## THE HIGHWAY

### SIGN BRIDGES NEAR COMPLETION



Structural steel sign bridges will support directional signs at Newark Junction Intersec-tion. The letters on the signs will be 15 inches in height and will be neon lighted for visibility. Also shown is part of the modernization of the intersection which will include an additional overpass. The work is part of the contract of Porior and McLain.



### Brain Twisters

Here is an oldie that recently stirred up some controversy in Esquire. It may still be able to cause a little discussion among highway men. It goes like this: If a hen and a half lays an egg and a half in a day and half, how long will it take six hens to lay a dozen eggs?

### REAL ESTATE REPORTS

HERMAN KRAMER

Ann Manion and husband spent last week-end visiting historic spots in and around Boston.

George Digby, right of way negotiator, is finally preparing to move into the home which he purchased quite some time ago. Housewarming party will follow shortly.

The American Legion Auxiliary recently selected Judy Balbesky, daughter of Morris, to represent Trenton High at Girls State, New Jersey College, New Brunswick.

Kirk Schanck is planting his garden according to the phases of the moon.

Russ Johnson on a recent crab-bing trip caught five dozen crabs. Not a bad catch at \$2.50 a dozen!

John Watt is trekking to Ocean City for the week-end where he has a summer home.

Ralph DelMaggio has been not-ified that he successfully passed the recent examination for clerk. Congratulations!

### LABORATORY LINES

PEG BEATTY

We welcome a new employee to the Lab—Charles Cunningham, as asphalt plant inspector.

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### Maintenance Notes

CHARLES J. DOHERTY

We regret to announce the temporary absence of Gene Beck-ner from this column, as well as from his official duties with the Maintenance Division. Due to the pressure of work, both at home and in the office, it would appear that Gene has over-extended him-self a bit, judging from a recent physical examination indicating that it would be necessary for him to take it easy for a time. Gene, therefore, is taking a much-needed rest, and he leaves with our best wishes for a speedy return.

Our condolences are extended to Bill Woodruff, of Pete Lutz's gang, whose sister, Mrs. Burt Cochrane, died recently. She was the owner of the Windsor Hotel, As-bury Park, and was the director of that city's famous Baby Pa-rade.

It is with extreme pleasure, and at the same time amazement, that we announce a possible suc-cessor to Frank Sinatra. This new singing sensation is none other than our own Norm Horner, be-lieve it or not. In making one of his nightly inspections of some of the hot spots in the vicinity of Trenton, Ken Craft stopped at one of the more frequented places and was nearly bowled over by the rush of the customers leaving the place. Amazed, Ken did a little investigating and dis-covered the reason. A voice, but not "The Voice," giving a very bad imitation of go, calling, turned out to be none other than Norm Horner. It might be added that there were no encores.

It is typical to condemn a per-son for doing a job, but very seldom do we hear any praise when a good job has been done. Supervisor John W. Kelly's Southern Division team of men Evans, Campbell, Holt, Fogg, Logan, Dilks, Croxton and Du-can, and assistant foremen and other men too numerous to men-tion, together with the assistance of Equipment Operators Gadsby and Seales, have a very efficient, smooth running surface treating organization. They have estab-lished some records that are go-ing to be hard to equal. "Well done," fellows.

Ella Moore recently spent a week in Washington, D. C., where she attended the national con-vention of the D. A. R. She reports that the convention was a very successful one and that a good time was had by all, despite the fact that conditions in Wash-ington are still crowded.

Several persons have recently reported hearing a strange voice upon dialing Phil Voss' extension. We can reassure them that this is not Phil's voice, but that of Florence Millerick, his secretary, who has moved into his office.

W. H. Osborne, truck driver in the maintenance crew of Foreman Ernest Youmans was involved in an accident at Toms River on June 6 that resulted in the death of the driver of the other car. Osborne suffered a fractured shoulder and severe bruises.

From time to time a postal reaches the Department from some remote spot signed by Char-lie Levine. Charlie is on a trans-continental auto trip and when last heard of was enjoying the splendor of the Grand Canyon which he had the temerity to say was more beautiful than our Blue Star Drive. Imagine!

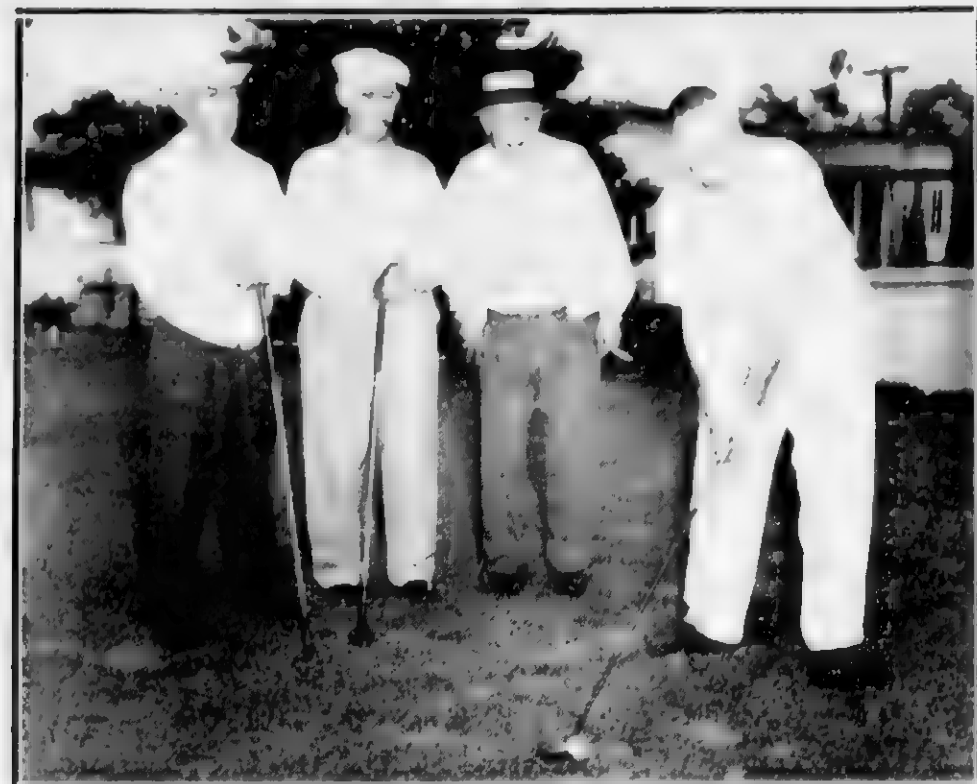
### Bridge Division Outing

The Annual Bridge Division Club outing will be held at Swartswood Lake on September 6. If you've never attended one of these affairs you should take in this one. It will get you in shape for the 10 Year Outing the following week.

Wilbur Spencer is chairman of the committee and he will be glad to supply any missing details.



## TEERING-OFF AT GREENACRES



It looks as if Frank Young's backswing would knock the pine out of Morris Goodkind's mouth in this shot taken at the recent State Highway golf tournament. Fred Baumann on the left and Fred Claus are the other members of this fast foursome, representing the Laboratory, Bridge, Survey and Plans, and Equipment Divisions.

## HIGHWAY GOLF TOURNAMENT CAPTURED BY JOHN DETER

Shoots 84 to Defeat Petersen by Stroke — Kownacky Places Third With 88

The Second Annual Highway Department Golf Tournament was held at the Greenacres Country Club in Lawrenceville on May 24. Forty-four competitors made this affair larger than last year's.

Competing for the first trophy, to be presented to the golfer winning the tournament, three times, John Deter of the Electrical Division pulled a surprise by outscoring some of the more publicized golfers in the Department with a gross 84. L. C. Petersen of the Bridge Division came in second with an 85, followed by John Kownacky 88, and Harold Giffin and Jack Stephan with 89s.

For the second year Betty Levie was the only woman in the competition. Her 128 set no course records, but it shows the way for some of the other girls next year.

Among the winners in the Kicker tournament—where prizes are drawn rather than competed for—were Carl Teegen, James Kersey, Harold Giffin, Stewart Long, William Pfister, Betty Levie, Jerry Osborne, Allen Ely, Harry Fowler, Russell Geller, and John Stephan.

The trophy was presented to Mr. Deter by E. E. Reed, supervisor of State Aid Projects.

## EQUIPMENT ITEMS

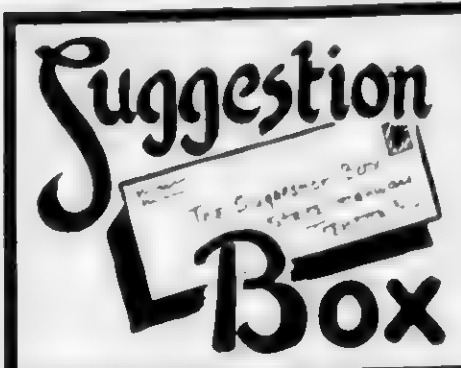
JAMES O'ROURKE

Clarence Becker became a member of the Grandfathers' Club on Tuesday, May 13, when his daughter, Mrs. Fred Gossert, presented him with an 8-lb. granddaughter. To Sam Sheets, becoming a grandpop is not entirely new, as his son and daughter-in-law presented him with a grandson on May 20. This makes the ninth grandchild for Sam.

On Saturday, May 17, Fred Isley looked just grand in swallow tails and high silk hat when he was called upon to present the hand of his daughter, Ruth, in marriage to Joseph Beckman at a Nuptial Mass performed at St. Mary's Church in South Amboy at 10 a. m. A reception followed at the Molly Pitcher Hotel in Red Bank.

On May 19 Donald MacNeil and Thelma Hawkins, both of Trenton, were married at the home of Frank Harris, assistant supervisor of State Aid Projects, who in his dual capacity as police recorder of Lawrence Township, performed the ceremony. The usual amount of sound advice plus some no-sound was offered, but they all

## THE HIGHWAY



Since January 1, 1947, the following suggestions have been accepted by the State Highway Department and incorporated into the Department's plans:

Fixed arrangements for office personnel, at Bridge Division, by R. E. Simon, Bridge Division.

Diagonal stripe painting of bridges for safety, by Wayne E. Tuning, Survey and Plans Division.

Improved plan holder for vertical files, by J. E. Walter, Maintenance Division.

Transects equipped with standard circles, by Carl T. Collins, Survey and Plans Division.

Identification of Newark garage and office building, by Ralph M. Perry, Survey and Plans Division.

Painting of median strips for visibility, by Fred A. Moez, Maintenance Division.

Shoe changing prevented for shovels, by John Carty, Maintenance Division.

Change in size standard plan sheets for economy, by Cleveland J. Dugly, Survey and Plans Division.

Magazine rotating service through Department library, by Julius J. Newman, Administration Division.

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## STATE AID MEETING



The above gathering took place in the office of Edward E. Reed, Supervisor of State Aid Projects, at 205 West State St., Trenton. Seated with Mr. Reed are J. A. Harding, State Aid Project Engineer (left), and Frank E. Harris, Assistant Supervisor of State Aid Projects. Standing from left to right are: A. A. Faxon, State Aid Project Engineer; W. A. Carnahan, Assistant Highway Engineer; R. Wardle, Passaic County Road Supervisor; and F. J. Wright, Passaic County Engineer.

## POISON LURKING ALONG ROADSIDES — SAYS EMPLOYEE-SAFETY COMMITTEE

Common Plant Major Cause of Lost Time

The Safety Committee issues the following warning to all field forces and those who go into the fields and woods on week-ends and holidays: BEWARE OF POISON IVY!

Each year more field employees of the State Highway Department lose time from contact with this Borgia of the plant world than from any other single cause. Each year ivy poisoning is the source of more distress than common colds among this particular group. In view of these findings, the Safety Committee urges that all field men become thoroughly familiar with the appearance of this plant and avoid contact with it.

Poison ivy is a vine with shiny green leaves in clusters of three. Remember—leaves always grow in groups of three. In the spring the leaves turn yellow and early summer leaves are lighter in shade and more satiny in appearance. As the season progresses the leaves turn to a darker green and with the frosts of autumn change to yellow, orange, red and brown.

Under the leaves at this time of the year can be found small white flowers which will soon be followed by clusters of waxy white berries about the size of peas. These flowers and berries are often hidden by the leaves and in many cases may be entirely absent. The leaf itself is a modified heart shape tapering to a point.

Poison ivy grows in all sections of the state and in all types of soils. It can be found among the sand dunes or growing luxuriantly along banks of streams. It is particularly fond of roadside locations, along fences. If you don't know this plant at a glance, get someone who is familiar with its appearance to point it out to you. Become thoroughly familiar with it and give it a wide berth.

Poison ivy does its poisoning by means of an oily sap. This affects different people in varying degrees. Sometimes a person is immune for years and then develops a severe rash when least expected. The only sure way to prevent a case of ivy poisoning is to keep clear of Poison Ivy.

If, however, you suspect that you have been exposed to the plant, the most effective means of preventing the rash that follows is to wash the parts of the body which may have come in contact with the plant immediately with soap and water before the poisonous sap has time to affect the skin. Be particularly careful to wash well between the fingers and toes, the back of the forearms and the upperarms. Wash thoroughly and rinse several times in clear water. Repeat the operation at least twice.

Another precaution that may save you a lot of misery is to

## SOME SNAKE



John Carty of Foreman Arthur Carrabine's maintenance crew took this picture of Arthur holding a large rattlesnake which he killed in the Bass River Forest near Tuckerton. Carty felt that the readers of THE HIGHWAY would like to see what big ones they grow in South Jersey. This fellow had ten rattles and measured nearly four feet from stem to stern.

**DON'T FORGET! THE 10 YEAR CLUB OUTING KLAAG'S GROVE September 15th**

## Opening 8-Lane Express Highway



While Commissioner Miller lends a hand, Mrs. Maxwell Barus cuts the ribbon opening modernized Route 25. Holding the flag in the foreground is Mrs. Margaret H. Durning. Others include Algernon A. Paul, Resident Engineer in Charge, Commander Charles M. Noble, Edward W. Kilpatrick, and Ronald M. Beck.

Use every precaution you can. Learn to know Poison Ivy and teach others how to identify it. Avoid this poisoner at all costs and you will spend a more pleasant summer.



VOLUME VI, NO. 1.

TRENTON, NEW JERSEY

SEPTEMBER, 1947

## Jr. Highway Engr. Training Program Wins Approval

Another in Series of On-the-Job Training Programs For Veterans

An additional on-the-job training program is about to be set up in this Department for the position to be known as "Junior Highway Engineer (trainee)". The setting up of this program was suggested by Special Engineer, Julius J. Newman, and has been approved by the Civil Service Commission, by Commander Noble and by Commissioner Miller. It was ratified by the Department of Education and became effective on or about the 15th of September, 1947.

The preliminary qualifications for admission to this program are: graduation from high school plus two years experience in civil engineering, or two years in an engineering school, or a combination of the two. The entrance salary for this position will be \$150 per month to be paid by the State plus subsistence to be paid by the Veterans Administration. The present regulations of the Veterans Administration limit the total amount of salary and subsistence to trainees to the sum of \$175 per month for single veterans without dependents and to \$200 per month for married veterans or veterans with dependents.

Any Engineering Aide veterans in this Department who are interested in entering this program should write to Mr. Newman, Special Engineer, at once and enclose a new application blank showing their education, training, experience, and other qualifications up to date. They will be expected to secure from the Veterans Administration a certificate of entitlement for education or training. Those veterans who already have secured such a certificate in connection with other courses will have to secure a supplemental certificate.

## Parkway Picture To Be Released By November 1st

Shows the Many Advantages of Parkway Construction

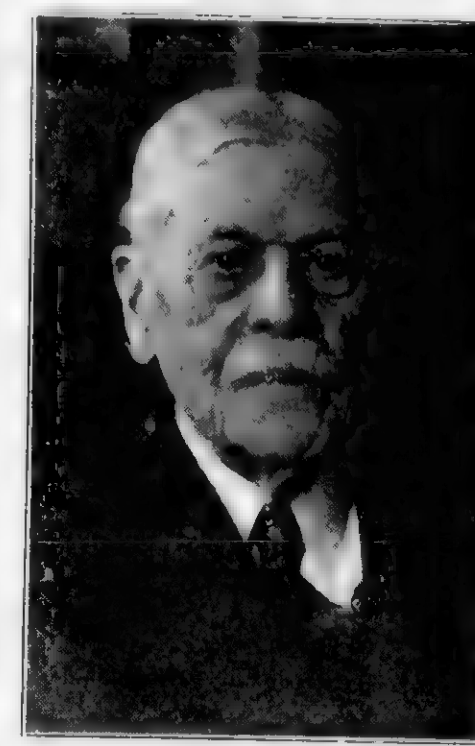
"Parkways of Tomorrow," a natural color sound film depicting the many advantages of parkway construction, will be ready for public distribution on or about November 1st.

This motion picture contrasts vividly the overcrowded conditions of many of New Jersey's main highways with safe, comfortable driving on parkways of neighboring states. It shows clearly how modern parkways reduce accidents, save time, develop rural areas and offer a solution to the ever-increasing problem of traffic congestion in our highly concentrated urban communities.

Through the medium of this motion picture it is possible to view in full color the beauties of New Jersey's countryside, to glide over the beautiful parkways of New York and Connecticut, or, by contrast, to be dropped into the vortex of "America's greatest traffic" in metropolitan North Jersey.

"Parkways of Tomorrow" was produced by the Princeton Film Center in co-operation with the Highway Department. It is a 16 mm. film with a running time of slightly less than thirty minutes. According to Commissioner Miller, this picture will be available to groups of twenty-five or more of high school age and upward returning to America. Distribution is being handled by the Princeton Film Center, whose address is Mountain Avenue, Princeton, N. J. Groups requesting "Parkways of Tomorrow" should be equipped with a 16-mm. sound projector. The film will be sent prepaid upon request.

## ROBERT A. MEEKER



BOB MEEKER

Bob Meeker was living history! He whose passing in his ninety-third year we regret to record was a living link with another century. Indeed, his life spanned an era before there was a road system in New Jersey and the great modern network which he helped to construct.

Born in Plainfield, New Jersey, on September 25, 1854, he was a small child when the Civil War began; he was a youth of eleven when Abraham Lincoln died.

Graduated from the Plainfield High School in the first class, he went on to Rutgers College from which he was graduated in 1875. From Rutgers he entered the School of Mines at Lehigh University where he also distinguished himself as an athlete as a member of the university track team, specializing in long distance running and walking. At the time of his death, Robert Meeker was the oldest living alumnus of both Rutgers and Lehigh Universities. After his graduation from these two universities he went to Mexico and South America where he spent a number of years in mining and engineering work. He returned to America and Union County, New Jersey, in 1886, where he supervised the construction of the first forty miles of good roads in that county. In 1891 he was made the city engineer of Plainfield.

At the turn of the century he was appointed supervisor of roads for New Jersey and had much to do with the early macadam road construction. It was said of him that much of the success of the early road building program in this state was due to his sound, if at times radical, notions concerning highway drainage. "A road is no better than its drainage," was his general philosophy. The proof of his philosophy is the fact that the roads in New Jersey which he helped construct have stood up because they have been properly drained.

In 1912 he was appointed state highway engineer by Colonel Edwin A. Stevens, the then commissioner of public roads, in which position he continued until 1918 when he resigned and went into private employment. Bob Meeker returned in 1920 to the State Highway Department as the right-of-way engineer where he has served faithfully for the past twenty-seven years.

In recent years he had been associated with the classification of contractors and had an uncanny understanding not only of the capacity of contractors but of the basis of their estimates. Frequently at public biddings he would guess in advance within a very few dollars of the actual estimates of the lowest bidders.

In addition to this linkage with the past Bob Meeker represented the type of public servant whose integrity, ability and far-vision made a contribution of commanding importance to the roadbuilding program of the state. Indeed, it may be said that a proper memorial to his labors is the great highway system to which he made so significant a contribution.

But not only was he a highway engineer and lifelong student of highway engineering, but he was

## Dr. Cyril Hoyler To Speak Before Engineers' Group

R. C. A. Scientist Will Discuss Television at October Meeting

The Trenton Chapter of the Engineers' Association of the New Jersey State Highway Department will hold its first meeting of the fall and winter seasons on Monday evening, October 6, in the board room of the State House Annex.

In keeping with his announced policy of presenting a series of outstanding programs during the coming year, I. Oliver Doll, president of the Trenton Chapter, has named W. C. Carman Davis program chairman.

The first of these programs will feature Dr. Cyril Hoyler, research physicist of the Radio Corporation of America in a lecture on television. Dr. Hoyler, who is associated with the laboratories at Penns Neck, has been close to this latest science for many years and has played an important part in its present development. His intimate knowledge of the subject enables him to bring to his listeners a most graphic story, fully illustrated with slides as well as actual equipment.

A large attendance is anticipated for this meeting and President Doll wishes members to feel free to invite a guest. Besides Doll, the officers of the Trenton chapter are: Carl Teegen, 1st vice-president; Sven Hedlin, 2nd vice-president; Joseph Cunningham, secretary; Louis Galloni, recording secretary; and Alex Cohen, treasurer.

## State Museum Features Press Exhibit

In connection with the nationwide American Heritage Program, the New Jersey State Museum at Trenton will have on display the panel exhibit on THE AMERICAN PRESS, from September 14th through the 28th, 1947.

This exhibit tells the story of the birth and growth of the newspaper in America and also passes in review the great historic events in the making of our nation. An exhibition of photographs and three-dimensional work from the public schools of New Jersey, entitled, "New Jersey Children Grow in World Understanding" runs concurrently with the Press Exhibit and will be held over until October 9th.

## MRS. J. EDWARD MINCHER

Mrs. Pauline M. Mincher, of Trenton, wife of Edward Mincher, District Engineer, Public Roads Administration, died on September 9, following a lengthy illness. In addition to her husband, she is survived by a daughter, Marie S. Mincher, two sons, Edward P. and Joseph T., the latter a summer employee in the Lewis St. office. Mr. Mincher was close to the Highway Department for over twenty-five years and his many friends extend to him their deepest sympathies.



**ROBERT A. MEEKER**  
(Continued from Page 1)  
a citizen who played an important part in the life of his community. A prominent Mason, he was the recipient of many honors in that fraternal organization. For over 50 years he was a member of the Scottish Rite and Knights Templar.  
Bob Meeker is no more! His death on August 15, then in his 93rd year, brought to a conclusion a long and distinguished career not only of a builder of good roads, but as one of the chief architects of the state-highway system. He leaves behind him, therefore, a record of distinguished public service as well as an extraordinary record of having served for a longer period of time than any man, past or present, in the service of the State Highway Department.  
To the employees of the Highway Department his genial presence and his fatherly counsel will long be remembered. "Pop" Meeker to some, "Uncle Bob" to others, but to all—he was the embodiment of the finest tradition of public service.  
*Spencer Miller, Jr.*  
State Highway Commissioner

**SUGGESTION BOX**

Ideas for Suggestions	Suggestion Box Score
How to eliminate unnecessary work and duplication.	Randolph La Barre—Maintenance.....10
How to simplify office systems and routine.	John Cary Maintenance.....9
How to increase production and maintain quality.	Eugene M. Gillette—Surveys & Plans.....8
How to do the job more safely.	Paul G. Hoyer—Electrical.....7
How to improve methods of operation, maintenance and construction.	Edward Faller—Electrical.....6
	K. T. Collins—Surveys & Plans.....5
	C. H. Wells—Maintenance.....4
	Edward S. Busby—Surveys & Plans.....3
	Frank Carfagno—Surveys & Plans.....2
	John Christians—Planning & Plans.....1
	F. J. Spagnola—Surveys & Plans.....1
	David L. Stout—Surveys & Plans.....1
	W. A. Raybrouck—Surveys & Plans.....1
	A. G. Sauer—Maintenance.....1
	Howard E. Pierce—Electrical.....1
	Walter Reeves—Construction.....1
	C. G. Sauer—Maintenance.....1
	Norman E. Schaller—Laboratory.....1
	Joseph E. Tilton—Surveys & Plans.....1
	H. J. Thomas—Surveys & Plans.....1
	James E. Walter—Maintenance.....1
	Homor Young—Maintenance.....1

**SURVEY and PLANS**  
FRED C. CLAUS  
**LEWIS STREET OFFICE**  
Joe Cunningham  
In spite of vacations and hot weather, construction work still went on and showed excellent progress.  
Tom King and party staked out the White Horse Circle for construction and are about due to start taking as-builts. Construction started on this job on July 28 and was opened to traffic on Labor Day. This may establish a construction record.  
Frankie Schmidt and party are busy taking as-builts on Route 28 at Whitehouse, where construction is in its final stages. The same applies to Route 25, Robbinsville to Yardville, where Howard Groth and party are holding the fort. Howard lost a good man last week when Bill Reese resigned to accept a more lucrative position with the Schuylkill River Projects of Philadelphia.  
Route 25, Hightstown to Cranbury, is well under way with Joe Janecsek and party doing the stake-out. Paving has started and they should move rapidly from now on.

The Trenton Thru Route, Section 1-A, should be advertised in the near future. The plans are ready and the Right-of-Way Division has started preliminary negotiations to acquire the necessary right-of-way.  
Carl Stemmer finally found a house and is all settled on White Horse Ave. in Hamilton Square. Thanks to the people who answered our plea in the last issue of THE HIGHWAY.  
**PLEASANTVILLE**  
E. M. Gillette  
We are sorry to hear of the death of George Patton's brother's wife, who was killed in an automobile accident on September 8. The brother suffered a broken collar bone and other injuries at the same time. They had recently moved to Whiting, Indiana, from Pittsburgh. The funeral service was held in Vineland.  
Frank Carfagno is suffering from his annual attack of hay fever. Frank is so allergic to certain air-borne pollen that he attacks of this malady are pretty



This survey party working on the dualization of Route 25 between Hightstown and Cranbury is composed of Joseph Janecsek, Stanley Runyon, Thomas Tams, and George Woodruff (from left). This group works out of the Lewis Street Office of Surveys and Plans in Trenton with Janecsek as chief.

Here's hoping it won't last long this time.  
The new Streamliner Ozark machine has been seen on and put into operation in the Pleasantville Office. This machine had stood there so many months without being connected that some one put a sign on it, "Do Not Touch—For Exhibit Only."  
Max Seckendorff inadvertently played a joke on his wife recently. A few days after the radio announcement that Mrs. Seckendorff had won a carton of soap flakes as a prize, Max took home a five-foot empty carton to park things in. Maybe Max thought it was April 1.  
We hear that Low Lake just bought another electric refrigerator. How anyone can buy enough food to need a refrigerator, when prices where they are, is more than some of us can understand.

**UPPER MONTCLAIR**  
Frank J. Spagnola  
Hiyah, Highwayers, hope you all had a nice summer.  
Roy Bomberger, 6-ft. engineering aide, since June 2, a temporary summer man, will be back at Rutgers (3rd year) at this reading.  
The summer employee, Seymour Gerber, engineering aide, since June 16; John Brackmann, under highway engineer, since June 19; John Stulder, engineering aide, since July 23. The last two fellows are now back at Newark College of Engineering. We wish them well, all of them.  
Reserve Lieutenant William Schoenwald enjoyed a couple of weeks in July flying Army Air Corps planes at Camp Stewart, N. Y.  
Stivali visited friends at St. Louis, Mo., last month.  
Sanwald back on the sands of Atlantic City recently.  
J. Lincoln looks well after a week at Cranberry Lake.  
Sarge Podwysynski en-

**PAVING AT NEWARK JUNCTION**  
This photo, taken by Preston Northrup, shows the heavy traffic which was maintained during the modernization of the Newark Junction intersection of Routes 21-25-29. The work is being performed by Poier and McLane under the supervision of resident engineer Algernon Paul and his staff of able assistants. In the left foreground is James Parker, veteran mixer inspector.



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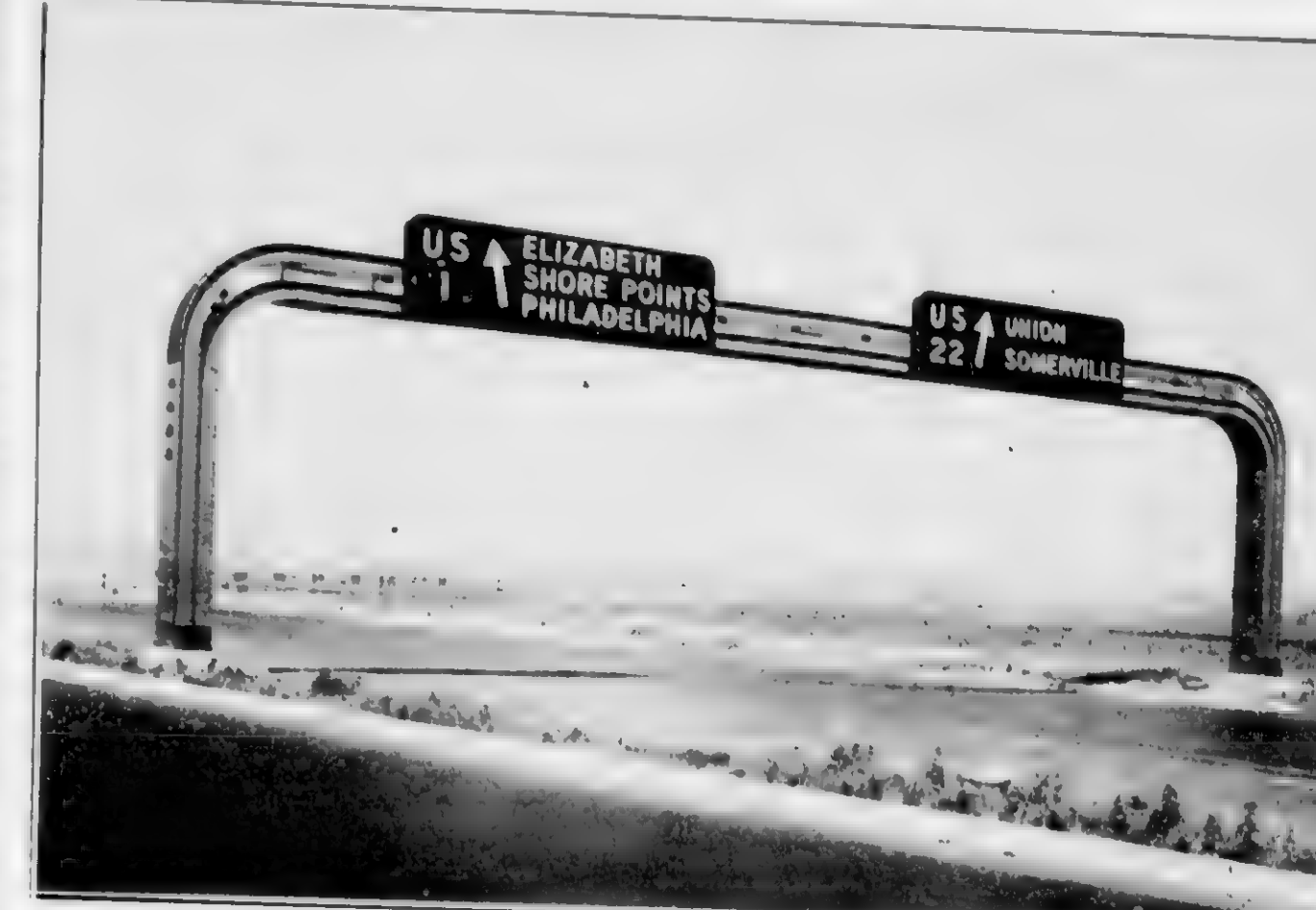
**ELECTRICAL FLASHES**  
D. J. HENDERSON  
Bob Kofoed, drawbridge mechanic at the Northern District, a sublimely enthusiastic, is an expert at a Star class sailboat, and has made a good showing in several races held in the Raritan Bay.  
Joe Hunt has just about fully recovered from a very badly sprained ankle which he sustained while breaking up a dog fight. He says he's really a quail shooter, but was just caught on guard.  
A delegation consisting of Bill Rasmussen, Chet Anderson, Bill Widmann, Don Henderson, Charlie Stecker, Russ Henry and Al Wright attended the Bridge Division's annual meeting on Sept. 6. They spent that "Hot Dog" which was 40 hot dogs, which is a usual quota at such affairs, and all enjoyed a swell time.  
A hearty welcome to Dorothy Hudak who has rejoined the office staff after a year's absence.

**BRIDGE BRIEFS**  
GEO. HEFFERNAN  
VACATIONS included Morris Goodkind and family at Lake George... The Leffersons to the Maine Woods... P. H. Burch and family at Ocean Gate... The R. E. Simons at Atlantic City... Charles M. Fox to New York's beautiful lake region, Geneva... L. C. Petersen and wife to Maine... the Lichtenbergs enjoying shorter trips in all directions... the Leon Chaptins at Cape Cod... J. Bryson Bugbee and the Mrs. at the Jersey Shore... The Kofflers at Atlantic City.  
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The Projects Inspectors' Social Club is planning an outing for the near future, but no details are available at this time.  
Karl Cubberley recently made a solo flight at the Robbinsville Airport where he is learning to fly under the G.I. Bill of Rights.

**PROJECTS PARAGRAPHS**  
E. L. MEYER  
Inspector John C. Beck, of Columbia, met with an automobile accident on August 28th in which he suffered a broken shoulder blade and a broken collar bone. He was discharged from Dover Naval Hospital a few days ago and we are told by Mrs. Beck that John is improving rapidly.  
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**TEN YEAR CLUB ANNUAL DINNER**  
The Ten Year Club has tentatively set November 3 as the date of their Annual Dinner. This comes on a Monday night in keeping with the long established custom of the club. The entertainment committee is already working to make this an event an outstanding one, so mark the date down... November 3.  
The annual dinner of the Bridge Division Club swung back to pre-war standards on September 6th when 330 employees and friends gathered at Swartzwood Lake, near Newton in Sussex County. Represented on this occasion, in addition to Bridge Division men, were county engineers, contractors, material men and members of the staffs.  
Since the outing was an afternoon and evening affair, food and drink played an important part in the long program. This was accomplished by serving a buffet lunch followed by a turkey dinner. A full afternoon of athletic competition was arranged by Sven Hedin which included baseball, rowing races, swimming races, quoits, shuffleboard, and a score of other contests.  
Following the dinner, prizes were awarded to winning contestants and the remainder of the evening was turned over to professional entertainment. The outing was arranged by the following committee: Wilbur H. Spencer, chairman, John H. Evans, Robert E. Simon, John H. Patrick, and Paul Gabrenas.

**NEW SIGN BRIDGES—DAY AND NIGHT**



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**THE LADIES... Bless Them**  
For your entertainment, your M. C. brings to you with our "Fall penning" the first of our collection of "Highway Glamour Gals" yesterday. To insure your continued perusal of The Ladies, we will withhold her name until our next issue. In all fairness, however, we think you should know that our fair lady's name appears somewhere in this column. Guessing games, no less.  
Seems like there are those of us who aren't waiting to be "put out to pasture" come "Pension Time." Three of our girls weighed anchor during the past vacation months. The first to leave was Mary Mangine, who was followed shortly thereafter by Lorraine Orland. Lorraine was for both girls married at the White Gate... Ruth Moran was bid a fond farewell in the city of Trent, at which luncheon various divisions were well represented. Ruth's co-workers: Viola Gallagher, Helen Disbrow, Bernadette McTigue, Margaret Anderson, Jean Anderson, Mabel Beans, Priscilla Burch, Margaret Cullen, Marion O'Hara, Elsie Taylor, Florence Millerick, Jenny Housman, Alice Mayer, Gladys Carlson, Ruth Hill, Mary Harris, Lillian Happ, Anne O'Connor, Marilyn Siddall, Dorothy Hunt, Mary Cunningham, Mary Sherida, Claire Lacroix, and Peg Beatty... We might add that the "farewell" theme was not carried to extremes at a party given in Ruth's honor at the home of Mabel Beans. Instead, after the initial toast to the future Moran, and the first rendition of "Bluebird of Happiness," everyone happily

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Paul Ljutich has been absent for several weeks now, busily engaged in taking notes at the New Jersey Constitutional convention. Judging from all the stenographic help being used at the Convention, somebody must have plenty to say. During Paul's absence, Tony DiStefano has been taking over his duties.  
Our condolences are extended to the relatives and friends of Peter Simonette who passed away recently. Pete worked in Val Bueger's gang and had been employed with the Department since 1935.

**Over 300 Attend Annual Outing of Bridge Division**

**Full Program Enjoyed by Varied Gathering**  
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## PLANNING and ECONOMICS

TRENTON  
F. M. Quinn

An analysis of the vacation reports of some of the staff brings about the following:

W. R. Sonntag returns "well rested" from a trip to North Carolina. M. Gotsel visited Canada and was impressed by the excellent service and reasonable rates. R. J. Nolan drove to Maine where he found that a very short piece of strawberry short-cake cake. G. Delahm had his first vacation assistant on a canoe trip on the highway. He found it on short night distance. W. E. Henderson spent his time working around home. C. A. Hurley, Jr. also stayed home, but he lives at the shore. Rita De Vane enjoyed the beauty of Niagara Falls at night, and visited relatives, while on a motor trip to Canada. J. H. Robinson stayed at Point Pleasant on his trip to Jersey City. R. E. Vanaman reports nothing exciting occurred on his tour of the New England States. The staff wholeheartedly cooperated in giving expert advice to T. J. Fracelle on the overhaul of his car prior to his trip to the Pocono Mts. O. H. Fritzsche enjoyed a nice rest at Lake Hopatcong. "Q" says they also have some nice highways in the state of Delaware.

Most recent addition to the Trenton office staff is Gene Condoso who recently came to us from the Newark office. Welcome, Gene.

It sure is good to see Ed Engelmann back to work after his long siege of eye-trouble at home.

W. R. Ballis has sold his home in North Jersey and he must find that place in Trenton. W. R. B. is willing to rent the quarters of anyone in the Department who intends to go to Florida for the winter.

NEWARK  
Jack Meyer

Once again John Armitage makes the news. This is a happier occasion as he left the ranks of the fast shrinking bachelors Saturday, September 6th.

Among those enjoying vacations are Juan Delgado, Preston Northrop, and Mike Viracola. Juan, not too well pleased with the south, is giving New England a chance this time.

Of interest because of the coverage were the fairly recent vacations of Florence Franke, Fred Guenther, Alfred Maspoli, and yours truly. Florence went north, Fred went west, Al east to Switzerland, and the last one south.

Richard Uth has been taking a day or two at a time to go fishing, while Louise Becker has been extending her week-end at the shore, usually by taking Mondays.

We regret the loss, through resignation, of Robert Fine, William Henderson, Howard Rigby, and Thomas Vitelli. Bob goes back to the University of Cincinnati; Bill went to a job with the City of Belleville; Howard enters Princeton this fall; and Tom goes back to the Federal Service with the Internal Revenue. Best of luck to all of you.

## Booklets Still Available

Engineering employees who do not have a copy of the mimeographed booklet "First Lecture Series Group Instruction for Field Men" can still obtain them by contacting Julius J. Newmark, Special Engineer, at 205 West State Street, Trenton. Either phone or write.

These little pamphlets contain a great deal of valuable information and should be part of every Highwayman's engineering library.

## EQUIPMENT ITEMS

JAMES O'ROURKE

The following Fernwood men are at present on the sick list: Al Kaner, Ed Crawford, Joe Pate, Ed Champion, and Matty Metzer. Kaner is in Mercer Hospital, Trenton, while the others are at their homes. We wish them all a speedy recovery.

Frank Devereux returned from his annual fishing trip to Maine with the report that big tuna were few and far between this year.

Anyone catching a fish down around Seaside wearing a set of false teeth will receive a suitable reward by contacting Jack Washburn at Fernwood. Jack got all tangled up with a big scow—not Navy type—while swimming there recently with the resultant loss of his molar.

Jack Mountford has taken on a very large spare time job. He is constructing a new home in the White Horse section of Trenton doing it himself.

Pete Redice spent his vacation attending the American Federation of Labor Convention at Chicago as a delegate from the Trenton musicians' local.

Bill Lawlor attended the convention held recently by the Loyal Order of Moose at Cleveland, as a delegate of Burlington, N. J.

On the sad side of the ledger we extend our sympathies to Art Nelson, who lost his mother and brother since our last publication; also to John Leadem, whose wife passed away very suddenly; and to Clarence Young, whose mother died recently at her Trenton home.

Rumor has it that the stork has been contacted for a visit to the homes of Frank Cleary and Dick Mulford sometime this month.

St. Pearson comes up with the fishing story of the year. While on a trip out in Delaware Bay on Jess Vanaman's cruiser, St. was having a grand old time when a sudden lurch of the boat caused him to lose his balance. The rod and reel went overboard. As you probably guessed, he had borrowed the equipment from a friend.

Sympathies are extended to Frank O'Brien of Fernwood upon the loss of his son, Dr. Thomas J. O'Brien, who died on September 11. Dr. O'Brien at one time worked for the Highway Department and was a brother of the late Joseph O'Brien, assistant superintendent of Purchase and Stores. During the war he served as a dentist with the Army.



A fine record was established when the White Horse traffic circle was opened on September 1 to accommodate Labor Day traffic. Construction work on this intersection of Routes 37 and 39 near Trenton was not started until July 28 and was complicated by presence of several utilities. Survey was under the direction of Carl Teegen, while D. H. Johnson supervised construction. The contractor was Weldon Contracting Company of Westfield, N. J.

## THE HIGHWAY

### MANY ATTEND ANNUAL OUTING OF 10 YR. CLUB

Enjoy Sports and Food at Ploag's Grove

Three members of the Ten Year Club, who journeyed to Ploag's Grove on Saturday, September 13, enjoyed one of the most successful outings in recent years. This was the 10th such affair since the organization of the club, and a tribute to the careful planning and hard work of the committee headed by Kenneth Craft of Maintenance.

The most tournament always a highlight at these affairs, was won by Tony Croa and Ed M. Carrell after a spirited final which they captured from Henry Stephen and Walter Roman by the close score of 50 to 48. Sixteen two-man teams entered the competition.

John Rochford of Frog Hollow Trio put on their famous McNamara hand number which has been enjoyed by countless groups in Trenton and vicinity. The climax of this act sees the instruments scattered in pieces, the "band" about exhausted, and the audience convulsed with laughter.

The refreshments were served throughout the day and the outing brought to a fitting close with the distribution of thirty useful door prizes to holders of lucky tickets.

### LABORATORY LINES

PEG BEATTY

Mr. Baumann has been hitching a ride to work for the past week due to the fact that his son is using their new Studebaker for a honeymoon trip.

Peg Beatty has just returned from her vacation spent in the Pocono Mountains.

Leon Cartledge will soon be back on the job following his recovery from a recent illness. Glad to see you back again, Leon.

Send Your Interesting Photos to THE HIGHWAY

### HIGHWAY BOWLING SEASON OPENS WITH TEN-TEAM LEAGUE

Close Competition Promised as Teams Square Off in First Half

With the same teams forming the State Highway Bowling League that produced the thrilling race right down to the wire last year, the prospect for even keeled competition loomed as Highway bowlers opened their 1947-48 season on the Curtis Alleys on September 4.

Fernwood GI's, last year's surprise playoff winner

over Equipment, the regular season leader, at the present writing is in last place with no victories and three defeats.

Maintenance has been released this year with Associates, as usual from that the league remains the same as last year. League President Tony Croa is anxious to contact all men now members of one of the teams regularly playing. There is room for a few extra bowlers. The best way to get into this competition is to stop at the Curtis Alleys on any Thursday evening at 9 o'clock and make your desires known.

The present league standings are as follows:

Fernwood Office	5	1	833
Equipment	5	1	833
Fernwood Guards	4	2	666
White Line	3	3	500
Machine Shop	3	3	500
Electrical	1	2	333
Administration	1	2	333
Maint. Painters	1	2	333
Inspection	1	5	200
Fernwood GI's	0	3	000

### Administration Division

ARTHUR EGAN

With deep regret and a profound sense of loss we report the death of Paul F. Cranmer, senior accountant in the Cost Department. His sudden and untimely death came as a shock to all who knew him. Entering the Highway Department in 1919 he served continuously in the Equipment Accounting Division. He was a charter member of the Ten Year Club and a past president of the club.

Active in all Highway affairs, he was chairman of the Merit Rating System. An excellent personality and a keen sense of humor won him a host of friends wherever he was known. His stabilizing influence will long be missed. His family has lost an excellent father, the Department a valued employee, and we a good friend.

We also regret to report the death of Frank Pollock who passed away at St. Francis Hospital following a brief illness. Frank came to the Department in 1917 and retired about a year ago. Our deepest sympathy is extended to those who survive him.

Marilyn Sidal of the Cost Department has announced her engagement to Thomas Kinner of Crosswicks. The wedding is to take place in October. Congratulations and best wishes.

Mr. and Mrs. Elgin Mayer motored to Tennessee to visit their son and daughter-in-law and to see their new granddaughter. Congratulations, Grandpa!

Bill Wildblood is another grandpa who is enjoying a visit from his daughter and son-in-law and their son Douglas of Chicago.

It is good to welcome Andy Brown back to the office following an extended illness.

We extend our sincere sympathy to Mildred Friedman whose father, Edward L. Ford, passed away recently.

TEN YEAR CLUB DINNER NOVEMBER 3



### OPENING ROUTES 44 AND 45 AT WESTVILLE



Francis A. Stanger cutting the ribbon opening Routes 44 and 45 at Westville in Gloucester County on September 17. Mr. Stanger was a Cumberland County delegate to the New Jersey State Constitutional Convention. Others from the left are: Theodore E. Brown of Westville; Commissioner Miller; State Senator Harold W. Harold of Gloucester County; State Senator Elmer H. Wene of Cumberland County; and Arthur R. Gemler of Salem County delegate to Constitutional Convention.

### Bowling League Reorganizes After Two Teams Drop

Eight Teams Will Comprise New Loop

The inability to get teams together once a week has caused Administration and Fernwood Office to withdraw from the State Highway Bowling League.

This action necessitated the reorganizing of the league on an eight-team basis the same as last year. Those who faced the start-line for the second time are: White Line, Fernwood GI's, Machine Shop, Electrical, Inspection, Equipment, Maintenance, Painters, and Guards.

The league will now run for 28 weeks and then engage in a final playoff between the teams finishing in the first four positions to decide the eventual championship.

Following the first week's competition, Machine Shop and Painters lead the parade with three wins, games and no losses, followed by the GI's and Equipment with a two and one record. White Line is next with one win and two losses, the lost column, while the Guards and Electrical at present all with an 0 and 3 average.

The bowling news reaches THE HIGHWAY through George Ensmach's reporting.

### Truck Plunges Through Bridge Balustrade

Some people are just plain lucky. On Saturday evening, October 4th, a truck driven by James Ewing, 19, of Asbury Park, dashed through the balustrade on Route 34 bridge over the Manasquan River near Brielle. In the process, the truck, which was loaded with Keating at the time was killed.

The truck hurtled through the air toward the dark water below, it turned over so that it ended upside down and came to rest with only its wheels visible.

Bridge operator Walter Holt, seeing the truck disappear from the side of the bridge, ran

### Bridge Operator Survives House Wrecking Accident

Patrick Grimley, operator on the Victory Bridge over the Raritan River, had a close call at 1:00 a. m. on October 3rd when the operator's house in which he was sitting was demolished by an automobile.

The accident resulted from a sideswipe involving cars driven by Carmen Perno of Keyport and James Lynch of Sayreville. Upon colliding with the other car, the vehicle operated by Perno crashed into the operator's house, driving most of it into the river. By some miracle, Grimley managed

(Continued on Page 2)



VOLUME VI No. 2

TRENTON, NEW JERSEY

OCTOBER, 1947

### Everyman's Charter

The new Constitution for New Jersey which was drafted by the constitutionally elected delegates to the Constitutional Convention which met at Rutgers University in New Brunswick the last summer is "Everyman's Charter." It protects the civil rights of every citizen as in the past and extends protection to those who were not included under the Constitution of 1776; it provides a better defined executive department, a simplified and unified Court system, a sounder basis for taxation and a more flexible amendment provision. In a word, it sets up a new framework of government for the welfare of all.

But this new Constitution represents as well an accomplishment of far-reaching historical importance. For the first time in 171 years a constitution designed for all the people, drafted by representatives of all the people, will be submitted to all the people for their approval or rejection. The first Constitution of 1776 was drafted in four days at Burlington, New Jersey, while the British fleet lay off Sandy Hook, but was never submitted to the people for ratification. The second Constitution of 1844 was drafted in six weeks at Trenton and ratified by 20,276 white male voters with 3,526 opposed out of a total of 90,000. Women were not enfranchised then, Negroes were still slaves and property qualifications still deprived many voters of the right of suffrage.

In contrast, the Constitutional Convention of 1947, composed of 81 delegates, including eight women, one Negro, and a representative cross-section of leaders of the State, composed of college presidents, members of the bench and bar, legislators, public administrators and outstanding citizens, devoted three months to revising and drafting a new constitution. It was composed of Republicans, Democrats, Independents who met and acted not as partisans but as citizens charged with a mandate from all the people. The delegates having performed their historic function, the Charter is now presented to all the people for their acceptance or rejection in November.

The new Constitution is 10,500 words long, some 1,000 words longer than the Charter of 1844; but it is still the third shortest state constitution among all the 48 states. In draftsmanship and organization it is by common consent a great improvement over the Charter of 1844.

One of the significant provisions of the new Constitution is the new section in the legislative article dealing with the acquisition of private property for any public highway, parkway or airport. The clause reads as follows:

"Any agency or political subdivision of the State, or any agency of a political subdivision thereof, which may be empowered to take or otherwise acquire private property for any public highway, parkway, airport, place, improvement, or use, may be authorized by law to take or otherwise acquire a fee simple absolute or any lesser interest, and may be authorized by law to take or otherwise acquire a fee simple absolute in, or the benefit of restrictions upon, abutting property to preserve and protect the public highway, parkway, airport, place, improvement, or use; but such taking shall be with just compensation."

This is but one of many provisions incorporated in the new Constitution which make it a modern charter for our growing State.

But what is more important to remember is that this is the first time in 103 years that our State Constitution has been thoroughly revised and modernized. Upon every citizen of the State, whether he be a private citizen or in the public service, there devolves the duty not only to study this new document but to discuss it with his friends and associates and be prepared in November of this year to vote intelligently upon it. Copies of the new Constitution can be secured from the office of the Secretary of State in Trenton.

The question for the people to decide is whether or not the new Charter will provide a better framework of government for the State than the Charter of 1844. Each man and woman in the State must answer that question for himself or herself on the basis of his own study and in the light of his own conscience. A Charter for Everyman must be voted upon by everyman.

SPENCER MILLER, Jr., State Highway Commissioner

### New Jersey Plays Leading Part in Highway Meeting

Expressway Tour, Exhibit And Committee Assignments Highlight N. J. Participation

The New Jersey State Highway Department was well represented at the recent American Association of State Highway Officials' convention held at the Waldorf Astoria on September 22 to 26.

Commissioner Miller, besides being the vice-president of the general committee for the 33rd annual meeting, Edward W. Kilpatrick served as a member of the general committee for the publicity committee. The commissioner also was a member of the reception committee at the Waldorf.

State Highway Engineer Charles M. Noble presided over a committee meeting on Public Utility Installations and Controlled Access Highways, while Harold W. Griffin sat as a member of the committee on Planning and Design Policies.

On Thursday, September 25, Commissioner Miller presided over a panel discussion in the general session on the subject of Highway Department Public Relations, and on the previous day set as chairmen of the committee on Public Relations and Publicity. At the latter meeting Mr. Reddan, New Jersey Highway Department publicity.

The Highway Department exhibit, "New Jersey Plans for the Future," was well presented. It showed models of Route 100 Freeway and the proposed interchange for Route 100, Route 25, and the Pulaski Skyway, as well as cross sections of both the parkway and freeway, received much favorable comment. The exhibit was constructed by Theodore Spaw, assisted by Malcolm F. Wandling.

One of the features of the convention was a tour over expressways in New Jersey's metropolitan area. This tour, the details of which were arranged by Vincent Lanigan, included the depressed expressway in Jersey City, the Pulaski Skyway, the dual-dual modernization of Route 25, the Lincoln Tunnel Approaches, and the George Washington Bridge Approaches. The popularity of this feature is attested by the fact that nearly 500 people took the tour in 12 chartered buses.

### 'Criminal Detection' Subject of Engineers' Program

"Scientific Aids to Criminal Detection" will be the subject of the November 19th program of the Engineers' Association of the State Highway Department. The speaker on this occasion will be Sgt. Joseph J. Orzechowski of the New Jersey State Police.

Sgt. Orzechowski, as he is called, is an instructor at the State Police School at Wilburtha and has been in on the ground floor of many of New Jersey's most famous criminal cases. He describes vividly how these criminals have been run down and brought to justice.

Association president Oliver Doll anticipates a far larger turnout than last year as a result of the enthusiasm of those who heard the fine lecture on television given by Dr. Hoyer. The meeting will convene at 8:00 p. m. in the Board Room of the State House Annex.



# THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the interests of its Employees

W. GARMAN DAVIS, Editor

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## Veteran Employees To Be Honored At Ten Year Annual Dinner

The following men have been listed at the forthcoming dinner of the Ten Year Club on November 3, 1947, to receive service awards.

### 25-Year Awards

Ayers, R. S., M 1922  
Black, M. M., A 1922  
Brennan, Chas., A 1922  
Brower, M. F., C 1922  
Campbell, L. E., E 1922  
Compton, Frank, E 1922  
Conner, G. H., C 1922  
Craft, K. B., M 1922  
Cudney, H. E., Jr., P 1917  
Curran, J. M., C 1922  
Cuthbert, L. J., L 1921  
Dicker, A. J., L 1922  
Doveaux, W. C., B 1919  
Ely, A. C., C 1922  
Fulton, J. E., L 1922  
Fischetti, Alex., M 1922  
Gavon, F. J., P 1922  
Gerecke, J. H., C 1922  
Goldkind, M. H., B 1922  
Hamer, N. C., C 1922  
Kays, W. A., C 1922  
Koons, H. F., C 1922  
Kreps, Robert, E 1922  
Kucker, C. E., L 1922  
Lee, A. E., B 1922  
Lotterson, H. W., B 1922  
Lesnak, Mike, E 1922  
McKenna, M. A., M 1922  
Rabus, M., C 1922  
McDonald, J. A., L 1922  
Reins, Wm., C 1922  
Sanwald, N. B., C 1922  
Seales, C., E 1922  
Schneider, F., C 1922  
Shoomaker, F., C 1922  
Smith, Jos. J., M 1921  
Shedaker, F. G., C 1922  
Stellway, F. P., M 1922  
Thiel, J., E 1922  
Vanderhoof, C. E., C 1922  
Voorhees, W. H., C 1922  
Wholer, G. C., A 1922  
Yumans, E. F., M 1922

### 20-Year Awards

Armstrong, E. F., C 1927  
Barker, M. R., RE 1924  
Bills, W. R., C 1927  
Blenck, F. W., C 1927  
Butcher, A. F., P 1927  
Brundel, Ernest, M 1927  
Buis, Thos. A., E 1927  
Crea, A. M., C 1927  
Day, Frank, M 1927  
Dittig, Vernon E., C 1925  
Ehrenfeld, H. W., C 1927  
Ely, Kenneth C., M 1927  
Hampton, Wm. J., C 1923  
Hudnut, W. J., C 1927  
Jacobs, J. R., E 1927  
Johnson, E. T., E 1927  
Kinney, H. T., C 1927  
Kofler, J. J., B 1927  
Landon, J. E., E 1927  
Leca, Vincenzo, M 1927  
Leyon, Chas., M 1926  
Maddox, J. T., C 1927  
Mutzler, G., EL 1927  
Meyer, W. J., RE 1927  
Rilly, L. P., L 1927  
Rice, K. R., E 1927  
Rohman, D. B., E 1927  
Santamano, F. D., RE 1926  
Scherbaum, E. R., A 1927  
Scherbaum, E. R., A 1927  
Slommer, C. W., C 1926  
Somers, C. M., RE 1927  
Stewart, T. W., RE 1927  
Vanman, A. J., E 1927  
Wahl, J. J., RE 1927  
Wendroby, R. C., C 1927

## SURVEY and PLANS

FRED C. CLAUS

LEWIS STREET OFFICE  
Joe Cunningham

The men from the office who attended the recent meeting of the Trenton Chapter, Engineers and Surveyors, were:

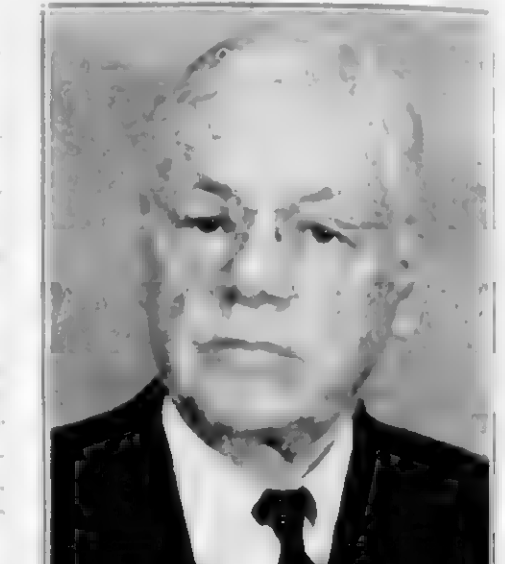
State Highway Department, are having the annual of the surveyors. The program consisted of a lecture on the subject of "The Surveyor's Role in the Future of the Profession" by Mr. J. H. Giffin, followed by a dinner at the home of Mr. J. H. Giffin.

UPPER MONTCLAIR  
Frank J. Spagnola

Having just completed his "surveying" continues and now is at the home of Mr. J. H. Giffin. He is at the home of Mr. J. H. Giffin, who is at the home of Mr. J. H. Giffin.

Clinton S. Bissell

Word has been received at the home of Mr. S. Bissell, who is at the home of Mr. S. Bissell, who is at the home of Mr. S. Bissell.



As they leave, the girls are not forgotten, nor do they forget. Mary Mangine said "no" and the best of reasons, Joseph Mangine, by name, is a weight, 7 lbs. 3 oz. Congratulations to Mr. and Mrs. Mangine!

Which brings us to our usual "leaves" and the realization that our Highway Jack needs replenishing. This time Mary Mangine said "no" and the best of reasons, Joseph Mangine, by name, is a weight, 7 lbs. 3 oz. Congratulations to Mr. and Mrs. Mangine!

A new version of an old theme, "Delores Mata, who was with the Real Estate Division this summer, was a fond farewell with her best wishes at the home of Bertha Cunningham. Her co-workers, Josephine O'Hara, Agnes St. John, Jean Trester, Ann Manion, Mary Cunningham and Bert Cunningham, who are all in the Division, are all in the Division.

Throughout his life Mr. Bissell loved his work and navigation and his fondness for the intricacies of the latter led him to publish a book entitled, "Navigation by Compass." Later he contributed a work called the "Chart of Symbols," which provided a graphical solution of spherical triangles as applied to navigation. Upon its publication, it was a great success.

Mr. Bissell is survived by his wife, Mrs. Josephine Bissell, to whom we send deepest sympathies in the loss of her husband. He was a half of his host of friends throughout the Department.

## TEN YEAR CLUB ANNUAL DINNER

Mon., Nov. 3rd

fee and ask Ethel Weiss to call out the floor show of mice she has as a special treat for visitors.

CRANFORD  
James V. Hyde

Pete Jensen, Sy Berger and Morris McCabe have taken fall vacations. Sy and Morris are currently sojourning in the mountains of Pennsylvania, while Pete has just returned from a motor trip through Skyline Drive and the Smoky Mountains.

WOODLYNNE  
Bill Hurley

Harry Marvin has been definitely barred from participating in any more baseball pools, after having won three out of seven games of the World Series contest.

Tom Pierce is now a bonafide taxpayer, having moved into his new home in Oaklyn on Saturday, October 4.

Jack Ayres' doctor has ordered him to stop smoking and Jack simply stopped buying. However, as far as the boys in this office are concerned, he has stopped smoking also.

Bob Mountford has closed his summer cottage at Stone Harbor for the season.

John Gerecke now concedes there is a slight shortage in building materials and that it is delaying the construction of his new home.

The next time you are in this area, stop in Jack Williams' of-

## Your M. C. presents THE LADIES... Bless Them



Highway Glamour Gal Yesterday! To meet give her hints and one's own. Know what I know her!

As they leave, the girls are not forgotten, nor do they forget. Mary Mangine said "no" and the best of reasons, Joseph Mangine, by name, is a weight, 7 lbs. 3 oz. Congratulations to Mr. and Mrs. Mangine!

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One . . . two . . . three . . . and Fanny Brenna, of the real Estate Division became an Administration Division employee, taking over the duties of secretary to Mr. E. W. Kilpatrick.

Your "M. C." extends sincere sympathy to Mildred Friedman on the loss of her father, Mr. Edward Ford, who passed away September 9, 1947.

Our "Highway Glamour Gal" Yesterday! of last month's issue and our bride of the month are one and the same, by happy coincidence. Marilyn Siddall, as so many of you guessed, the wide-eyed little girl building make-believe castles with her blocks, has in the past month, been engrossed in apartment furnishing and trousseau shopping, and come the 26th, she will take her marriage vows with Thomas Kinter at the Haddon Heights Presbyterian Church, making her dreams of yesterday a happy reality. Marilyn was feted with a luncheon given at the Hotel Hildebrecht by her co-workers and presented with a Sunbeam iron and guest towels. Those present were: Helen Dabrow, Mary Cunningham, Ann O'Connor, Mildred Friedman, Ed Evans, Myra Smith, Claire Lescani, Evelyn Maley, Madeline Kiernan and Ann Ludwig.

Harry Moore of Mantua, whose home recently burned down, writes to say, "We wish to thank the Highway employees, Supervisor John Kelly and his boys, whose generous gifts and help are appreciated more than we can put in words."

It pays to advertise in THE HIGHWAY. In one of our previous issues we reported the loss of a set of teeth by Jack Washburn while swimming at Seaside. Jack recently received a call from a resident of Hamilton Square, near Trenton, saying he had caught a fish off Seaside and when cleaning it found the upper plate and was forwarding it to Jack. This proves that news gets around.

Answer to September Problem

In order to get a 70% solution as required, it is necessary to remove 1 1/2 quarts of the fluid from the radiator. This answer is arrived at arithmetically as follows:

Assume that the radiator is divided into 100 equal parts. If the original solution is 80% water and 20% alcohol, 80 of these parts are filled with water and 20 with alcohol. If final mixture is to contain 70% water and 30% alcohol, ten parts of water will have to be drawn off and replaced by ten parts of alcohol. Ten parts of 80 parts is 1 1/2. Returning to the original capacity of 12 quarts, we find that 1 1/2 of 12 quarts is 1 1/2 quarts.

George Mendez has resigned and is now working for a Trenton concern.

We deeply sympathize with Bob Rice whose father recently passed away after an extended illness.

## ROADSIDE EXHIBIT



Actual setting of a roadside park and rest area as anticipated for the Blue Star Drive, Route 29, was the feature of the display at the annual State Garden Show at Upper Montclair. The exhibit was designed and erected under the direction of supervising Landscape Engineer Bob Green and Landscape Engineer Jules Trossbach, with living plant material collected by the various department district landscape crews throughout the State. Features included a woodland brook and rustic wooden tables and benches.

## EQUIPMENT ITEMS

JAMES O'ROURKE

The stock paid a visit to the home of Mr. and Mrs. Dick Mulford on September 28, leaving a 7-1/2 lb. baby girl named Joyce. Mother and baby are doing nicely and Dick will survive the ordeal also.

Ed Champion is home after having another operation performed at Mercer Hospital on September 17.

Jack McKeever has returned to work after a 2-week lay-off due to a splintered collar bone suffered in a fall from a truck.

Al Kaner is still on the very sick list at McKinley Hospital in Trenton.

Mr. Misary is another one of Fernwood's boys who has undertaken the job of building himself a new home by the sweat of his own brow. It looks like a race between Joe and Jack Mountford who are building side by side in the White Horse section of Trenton.

Ben Hancock reports a very delightful sightseeing trip of two months across the continent and up into Alaska by boat. Many interesting places were visited and Ben speaks very highly of the Alaskan country.

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## Administration Division

BILL WARD

The State Highway exhibit at the A.A.S.H.O. Conference, which is now on display in the hall and room of the Annex, is the work of the State Highway Department. The exhibit was designed and erected under the direction of supervising Landscape Engineer Bob Green and Landscape Engineer Jules Trossbach, with living plant material collected by the various department district landscape crews throughout the State. Features included a woodland brook and rustic wooden tables and benches.

Frank Turkewitz commutes by train from Camden, via Philadelphia. Recently he rushed into his library station and boarded the train. It turned out to be a special section with no Trenton stop. A result, Frank went as far as Newark and returned at the expense of the P. R. R.

Charlie Walker of Clyde Case's staff played on the Rider College soccer team last year. At a recent game which Charlie attended he gave himself such a workout that he nearly ran on the field on several occasions . . . the old fire-horse.

Bill Kenney, a veteran of two wars, has been sick for some time at his home in Ocean Gate. Visitors report, however, that he still retains his sense of humor.

Harold Palmer was host at a luncheon to his colleagues at McCullough's Inn. Those present were the Messrs. Howell, Card, Rice, Jamieson, Edman, Dederick, Gintia, and Allen. Harold is just a guy who likes to share good fortune with others.

Frank Reddan recently rang the bell with a publicity release regarding the Route 6 reflecting strips used for lane dividers. At last count clippings were coming in from all sections of the country extolling the fairness of the State Highway designers.

John Egan went to Canada on his vacation and on his return promptly enrolled in a course in Spanish. . . . Frank Fieman is the father of a girl, Evelyn, born in September. . . . A Highway team captained by Frank Dunn is entered in the Civil Service Bowling League this year. . . .

## ELECTRICAL FLASHES

D. J. HENDERSON

Welcome is extended to John E. Bingham, of Hainesport, who has just joined our Fernwood forces, and to "Dutch" Liech who has recuperated from a foot injury suffered on the job several weeks ago.

Favorite topic around the office is the noontime bridge game. The scores persuaded "C. Q." Anderson, Marion Forester and Dorothy Hudak to attend the bridge class at Trenton's Leisure Hour School. These students are having a hard time keeping up with John Kilpatrick and Major Hays, and the game is thoroughly enjoyed. It is rumored that an Electrical foursome will soon issue a challenge to their Highway co-workers.

John T. Krol, of our Fernwood forces, has decided to live happily ever after September 27, on which date he was married. Our very best wishes to the newlyweds.

Charles Stecker, Electrical field assistant assigned to various construction jobs in North Jersey, is taking a well-earned vacation visiting his home and family at Purdue University.

Congratulations are being received by Edward Eggen, a construction worker on the Hackensack River bridge, upon the birth of a bouncing baby boy.

Most of us are envious of Jim Henry, Electrical draftsman, as the result of delivery of his new automobile which was ordered 18 months ago.

## Maintenance Notes

CHARLES J. DOHERTY

Phil Voss who recently returned from a trip through parts of New England, reports that there was some snow in some of the hilly country up there. This happened during that cold snap we had a few weeks ago. Phil says that it didn't get quite cold enough to use anti-freeze in the car, but that it was not a too gentle reminder of things to come.

We regret the passing of Foreman John Rankin, a member of Supervisor Bill Hunt's forces. John was a long-time member of this division, having been employed with us since 1921. He is survived by his wife and three children, to whom our deepest sympathies are extended.

Tony Kuhn spent a very pleasant week-end in the fair city of Washington, motoring there with some friends. He says that he enjoyed his short stay there very much, except that "Meatless Tuesday" is even more so in Washington. It would appear that they are trying to set a good example there for the rest of the country.

With an attitude of complete indifference Charlie McGinnis may have seen most any day around the Maintenance Division offices wearing a new pair of large trousers. McGinnis, but that the "clashes" did lend a certain air of dignity and intelligence. Could be, too, that Mac is traveling incognito.

Gene Becker, not having troubles enough, recently had to undergo a slight throat operation to overcome a thyroid condition. After a few days in the hospital, we are glad to report that this condition has been corrected. He is still out, however, recuperating from his other illness. It seems that troubles never come singly.

Among the bodies of our war dead, recently arrived on the West Coast from the Pacific, was that of William Beaver, son of Olie Bearce. Bill had been in the Pacific Theatre and was stationed somewhere in the Philippines. Arrangements are now being made to ship the body back east for burial.

Norm Horner informs us that his car, a Chevrolet of very ancient vintage, is giving him considerable trouble of late, especially in the mornings when leaving for work. It seems the other morning, when Norm was about to leave home, the archaic pile just wouldn't start. Norm proceeded to push the thing down the street, but without any success. After considerable waiting and fussing, some good Samaritan finally arrived on the scene and gave the old heck a push for some distance. Then it finally started, but not without damaging the other fellow's car which, by the way, was one of those nice 1947 models, a Buick, we believe. In pushing Norm's car, the Buick had its bumper guard pushed in. Nice bumper.

## REAL ESTATE REPORTS

HERMAN KRAMER

Bertha Cunningham, wife of Joe Cunningham of the Lewis Street office, is on a year's leave of absence.

We extend our sympathy to Albert Lawson, right of way investigator, upon the passing of his mother.

Ann Manion is on vacation. We understand she is to take in the Notre Dame-Purdue game. Lucky gal!

Fred Vollmer, title officer, is spending some time in the Pocomo recuperating.

The Title Bureau finally had their fluorescent lamps delivered and are now awaiting their installation.



This is the State Highway exhibit that appeared at A.A.S.H.O. Conference in New York. It is now on display in the Commission Room at the State House Annex. The exhibit features three models, one of which is the proposed interchange between Route 25, 100, and the Pulaski Skyway near Newark. Cross sections of the Parkway and Freeway are shown along with a map of legislated routes of this type.

## Additional Awards for Suggestion Box

Two recent donations to the Suggestion System of the State Highway Department bring the total value of awards available to outstanding suggesters for the current year to over \$100.00.

The latest donations come from the State Bridge Employees' Association and the Ten Year Club. The former has donated a \$25.00 Savings Bond while the latter has offered \$25.00 in cash. This year's cash awards will set a new mark for the Suggestion Box and should serve as an added incentive to those who are contemplating using this facility as a clearing-house for constructive ideas.

Ward to Report for Administration Division

After serving as a member of THE HIGHWAY staff for over four years, Arthur Egan has been forced to relinquish his reportorial duties because of the pressure of departmental work. His column, Administration Division, will in the future be handled by William A. Ward.

In taking over the duties so capably handled by his predecessor, Bill has a big job on his hands. But with a little co-operation from members of the division, he is sure that he can get the news across. Let's give him a hand.



## PLANNING and ECONOMICS

NEWARK  
Jack Meyer

Born a daughter, September 25, to Mr. and Mrs. Edward Strack. This is their third child and from all accounts mother and daughter are doing fine, but Ed has been on vacation since the arrival.

Another arrival, also a daughter, September 23, to Armando and Florence Buisanieri. This is their first child and those who remember her can appreciate Florence's joy.

A welcome is extended to Edward S. Winkler who joined our group as a senior clerk on September 16 to take the place of Bill Henderson.

Once more returning to our club, our force, Lillian R. Russo on September 15 and Robert Lee on October 3. Bob left to take employment with the N. J. Bell Telephone Co. Best of luck to both of you.

We extend our sympathy to Louis Vena on the death of his grandmother on September 23.

Esther and Henry Petti recently had a vacation in the Poconos. Concrete was being poured for No. 611 in Pa., and the engineer and inspector stayed at their hotel. Henry talked shop most of the time.

Last but not least was the recent change in title of Vincent C. Berberich. Vince is now chief, Bureau of Planning Survey, instead of engineer-in-charge. Congrats.

TRENTON  
F. M. Quinn

Benjamin T. Patterson returned on October 6 after a honeymoon tour of the Lake Champlain regions. We all wish the best of everything for Mr. and Mrs. Patterson. (In helping Pat with his "budget planning," the staff had to insist that butter is now 80¢—not 50¢, and eggs are 75¢—not 30¢.)

W. R. Bellis has found the home he wants—negotiations are now in progress.

Tom Frascella is still talking about the many advantages of a vacation in the Poconos.

Len Dileo built a new "franchise" fence around his home. Those of us who have seen it offer congratulations on a "thing of beauty and an example of expert craftsmanship."

Sam Guidetti has enough remodeling projects started around home to keep him busy all winter.

Morton Gertel is currently occupied with military duties at Fort Dix.

A few weeks ago Johnny Jones loaned George Mendez his car. George took what he thought was the right car (the keys fit perfectly).

## THE HIGHWAY



Many State Highway officials attended the opening of Routes 44 and 45 at Westville. Among those present were, from left: Charles Noble, State Highway engineer; Morris Goodkind, bridge engineer; Commissioner Miller; A. Lee Grover, (Senator Wene); Edward W. Kilpatrick, assistant State Highway engineer, and Chester A. Burn, deputy coordinator of construction. Behind Mr. Burn is Harold Jemison of the accounting division.



To: All State Highway Employees  
From: Commissioner Spencer Miller, Jr.  
Subject: Employees Suggestion Plan.

This is your opportunity to receive recognition for your suggestions for the improvement of the services of the Highway Department.

The person doing a particular job is in a strategic position to develop it. Wright Poinsett, of the Department of Institutions and Agencies, reported his car stolen after finding it gone from the parking lot. The Staff Detective, being apprized of the facts, promptly solved the case. Noticing that a duplicate of Poinsett's car was still in the lot, and which belonged to Jones, the two men were called into conference. The police were called off, George came back with the car, and the smiles could only be measured by a yardstick. (Mendez still isn't convinced that the whole thing was not a gag.)

Don't Forget the  
TEN YEAR CLUB  
ANNUAL DINNER  
On November 3

## ATTENDED NATIONAL HIGHWAY CONFERENCE

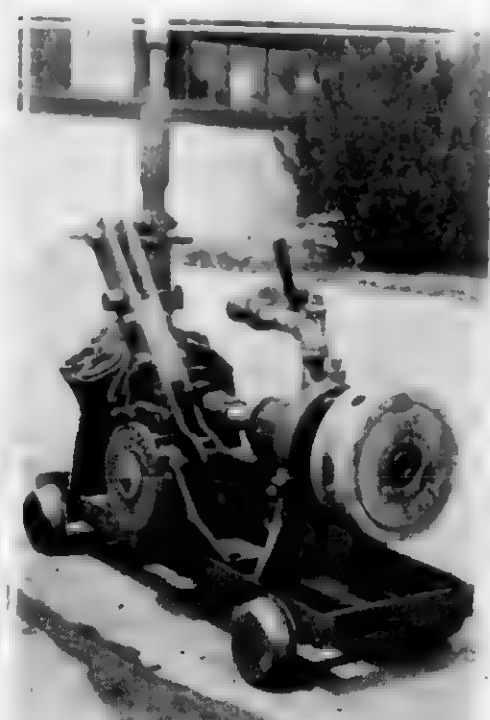


New Jersey representatives at the recent American Association of State Highway Officials Conference in New York included among others the above gathering. From left they are: Cyril Wimpenny, office engineer; Allen Ely, soils engineer; E. E. Reed, supervisor of state-aid projects; Morris Goodkind, bridge engineer; Charles M. Noble, state highway engineer; Spencer Miller, Jr., commissioner; Frank Young, superintendent of equipment; Harry D. Robbins, construction engineer. This photo is reproduced through the courtesy of The Constructioner.

## Stick Sleuthing Solves Mystery Of Hydrauger

Valuable Equipment Recovered by Claims Investigator

A case that had baffled Highway Department and State Police for nearly six months was recently solved through the eagle sight of Robert A. Snyder of the Office of Compensation and Claims. It was well titled, "The Case of the Missing Hydrauger." Briefly, runs as follows:



On Monday, July 14, a truck, belonging to the Electrical Division and carrying Charles Smith and Joseph Lynch, left Fernwood for Cliffwood in Monmouth County. These men had been working with the hydrauger on the installation of conduit on Route 35. This equipment, you will recall, is used for boring under concrete pavements so that the conduit can be run under the road without damaging the pavement.

On the previous Friday they had loaded the hydrauger and returned to Fernwood for the weekend. On Monday morning they took out their truck and returned to the job at Cliffwood only to find upon their arrival that they had no hydrauger and that the railroad to the truck was missing. A call to Fernwood disclosed that no one there had removed the equipment, and a retracing of their way failed to produce a clue. It was in the roadway. This touched off an investigation by the Electrical Division who reported that a description of the hydrauger be teletyped to nearby states.

At a later date the Office of Compensation and Claims was brought in on the case and they in turn requested a full-scale investigation by the State Police. There followed several weeks of intensive questioning of all who could have access to the hydrauger and the placement of advertisements in many nearby newspapers. Finally, when these measures proved to be unsuccessful in uncovering the missing article, the case was closed as unsolved.

A month later, on September 30, Dick Snyder was riding along Route 33 past the farm of Jessie L. Boyce, near Tennent, when he spied something behind a hedge that aroused his suspicions. He stopped his car and discovered that the object of his attention was the missing hydrauger. Snyder immediately called Fernwood and notified superintendent Alcid Wright, who came down and picked up the long lost piece of equipment, which to everyone's satisfaction was but slightly damaged. He also returned with the missing railroad.

Mr. Boyce, the farmer, supplied the missing details. According to his statement, he discovered the hydrauger and railroad lying in the highway about 8:30 a. m. on the morning of July 14 and dragged them up on his lawn. He felt that in this position they would readily be seen by passing motor vehicles and claimed by their owner.

Several days later, fearing that they might be picked up by a passing junk dealer, he dragged them behind the hedge. It was there that they were discovered by Snyder.



VOLUME VI — NO. 3

TRENTON, NEW JERSEY

NOVEMBER, 1947

## AT TEN YEAR ANNUAL DINNER



Displaying the best microphone technique and a fine sense of humor, 10 Year Club president Harold Jemison addresses the nearly 300 members of that organization at their annual banquet at the Stacy Trent Hotel on November 3. At the table, from the right are: Charles M. Noble, State Highway Engineer; president elect Flavin Ireton; Chester A. Burn, deputy chief, Department of Design and Construction; Edward Drake, secretary; Clyde Case, 2nd vice-president elect; Arthur Egan, treasurer, and Kenneth Craft, vice-president elect.

## Automatic Signal To Direct Traffic On Route 25

Mechanical Brain Cuts Time Loss

A traffic signal that counts as they approach the intersection of Lawrence Avenue and Route 25 (U.S. 1) at Rahway will soon be saving motorists 40% of the time heretofore lost at this busy crossing.

The signal known as an electronic traffic dispatcher will give the stop and go to motorists in much the same manner as a traffic policeman—on the basis of the number of cars to be passed through the intersection in either direction at a given moment.

In appearance this "mechanical traffic cop" looks like any other traffic signal. It differs in operation, however, from the usual type of signal by employing electrical detectors about 300 feet back from the intersection. These detectors count the vehicles as they approach and in this manner determine when and for what length of time the light should pass or hold up traffic on either road.

Traffic volumes on Route 25 north of Lawrence Avenue average 34,000 cars daily. South of this point the average is 29,000 cars. On Lawrence Avenue, east of Route 25, the counts show 6,000 cars a day, while the figure west of Route 25 is 2,000. A saving of 40% of time heretofore lost at this intersection will mean much less congestion and a great reduction in accident record. Installation of this signal will be completed on or about December 1.

Present plans call for installing other signals of this type in special locations. Work will soon get under way to place a second "mechanical cop" at the intersection of Routes 6 and 23 at Singac.

## First Place Tie Marks Finish of Suggestion Race

Two Maintenance Men and One From Survey and Plans Score 11 Points

On October 31 the curtain rang down on the Suggestion Box point scoring race with three contestants, Randolph LaBarre and John Carthy of the Maintenance Division, and Eugene Gillette of Survey and Plans tied with 11 points each.

This point scoring contest was run on the basis of one point scored for each valid suggestion received, and additional point credits when it was approved for use by Commissioner Miller and again when it was put into actual practice. In addition to this, suggestions were given points on their efficiency ratings, not to exceed four percent of the total ratings, for their participation in the Suggestion Box.

A forward position in the point scoring race does not necessarily mean that the employee must win an outstanding award since these are given on the basis of the merit of suggestions which are put into practice. Because of this, a man or woman submitting a single suggestion might hit the jackpot if that suggestion were sufficiently outstanding. However, those occupying top position in the tabulation will be recognized in some manner.

Besides the three who tie for first place, others who made good showings included Edward Faller, Electrical, 9 points, and Fred Hoeger, Electrical, 7 points.

In scoring points for the next 6-month period, the Suggestion Committee has decided that no points will be given for any suggestion received until it has been accepted as practical. This procedure will tend to stress merit in suggestions rather than mere quantity.

The final tabulation of the point scoring for those getting two points or more follows:

## An Historic Achievement

The people of the State of New Jersey did something more on Election Day than cast their votes for candidates for public office, and on certain local questions. They voted on the most important public question to come before the electorate in a hundred years. At the top of each ballot before each voter who went to the polls the public question read:

"Shall the new State Constitution prepared and agreed upon by the Constitutional Convention be adopted? Yes or No."

To an outsider these words would not carry the same significance as they would to an informed citizen within the State. For those words in the referendum question were pregnant with historic meaning for our own citizens.

It was first of all the language agreed upon by the delegates to the historic Constitutional Convention held at New Brunswick last summer when a new Charter was drafted and submitted to the people for their adoption or rejection in November. But what was even more significant, the Charter so drafted was the first in 103 years to be revised by a Constitutional Convention of the representatives of all the people, duly authorized by the people. The electorate, as if conscious of the fact that constitutional history was made in New Brunswick last summer, ratified the democratic accomplishment of their delegates by the impressive vote of 652,057 to 182,757—the greatest plurality ever given in the annals of the State for any public question or for any candidate, which makes it a "double first."

The whole procedure of constitution-making from its inception to its final adoption was history in the making—history made by the living both for the living and those yet unborn. Man has been from the beginning not only the recorder of the past but the maker of present history.

Already this achievement of the adoption of a new and modern Charter is being applauded as proof positive of the vitality of the democratic process in New Jersey, the document itself is being praised for its brevity, its preciseness and its forward-looking character.

Dr. Charles A. Beard, dean of American history, and one of the greatest living authorities of American Constitutional history, wrote recently, "The New Jersey Constitution marks notable gains in efficiency and civic equity—in brevity and precision of language—it is a model for the whole country."

This is praise, indeed! The people of New Jersey who authorized the Constitution, elected their delegates to the convention and ratified their action, deserve the credit for this historic and non-partisan achievement.

Spencer Miller, Jr.  
State Highway Commissioner

K. T. Collins, S. & P.	5	A. G. Lincoln, S. & P.	2
C. H. Weller, Maint.	2	W. Masterton, R. Est.	2
Fred A. Moetz, Maint.	1	Edward B. Miller, S. & P.	2
Walter Reeves, Const.	2	J. J. Newmark, Admin.	2
Fulton Bonner, Maint.	2	Howard C. Opatky, Maint.	2
Leland S. Buzby, S. & P.	3	Howard E. Pierce, Elec.	2
Frank Carfagno, S. & P.	3	W. T. Pinkerton, Maint.	2
W. J. Spagnola, S. & P.	3	George Riker, Const.	2
W. H. Spencer, Bridge	3	C. G. Rogers, Maint.	2
David L. Stout, S. & P.	3	Ernest Sanders, Maint.	2
W. L. Braybrooke, S. & P.	3	Norman E. Schaller, Lab.	2
Eugene M. Gillette, S. & P.	11	J. F. Summers, S. & P.	2
John Christiano, P. & E.	11	Joseph E. Tallon, S. & P.	2
Thomas Desio, Maint.	11	H. J. Thomas, S. & P.	2
Edward Faller, Elec.	9	James B. Walter, Maint.	2
Fred G. Hoeger, Elec.	7	Homer Young, Maint.	2

## 10-Year Dinner Attracts Nearly 300 Members

Ireton Elected to Presidency — Many Receive Service Awards

At a gala occasion featured by the presentation of eighty-three 20 and 25-year service pins, the Ten Year Club marked the seventeenth year of its existence on November 3rd. Two hundred and eighty odd members of the organization were on hand for the dinner meeting which, following recent custom, was held at the Stacy Trent Hotel in Trenton.



FLAVIN IRETON

The service award pins, which are the gifts of the Ten Year Club, were presented to veteran employees by Commissioner Spencer Miller, Jr., and Chief Engineer Charles M. Noble, both of whom were introduced by retiring president Harold Jemison. Each official spoke in glowing terms of the value of the organization to the Highway Department.

Assistant State Highway Engineer Edward W. Kilpatrick, the third guest of honor, also complimented the club and added a few amusing stories to his well chosen remarks.

A tabulation of the balloting showed that the following men were elected for the coming year: Flavin A. Ireton, president; Kenneth Craft, first vice pres.; Clyde Case, second vice pres.; Edward McCardell, third vice pres.; Edward Drake, secretary; Russell Johnson, asst. sec.; Thomas Russo, fin. sec.; Arthur Egan, treas.

The evening was brought to a close by a varied entertainment. All arrangements were capably handled by a committee headed by Kenneth Craft.

## Spoke 500 Times

During the months preceding the adoption of the new Constitution, Commissioner Miller spoke on more than 500 different occasions on behalf of the new charter. His intimate knowledge of his subject came in part from the fact that he was a constitution delegate from Essex County and as such played an important roll in framing the charter.



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## SURVEY AND PLANS

**UPPER MONTCLAIR**  
Frank Spagnola

Robert E. Klein, junior highway engineer, resigned from the Department last October 31. Bob worked in Neville's survey crew for a year. Sid will miss him a lot and so will we. Here's "good luck to a good guy!"

Charles Frederick, engineering aide, resigned on October 24 to accept a job with the N. J. Bell Telephone Co. Good luck to you, too, Charles.

John H. Hulse was transferred to the Lewis Street Office, Trenton, on October 27. We know he was very pleasantly surprised by the friendly "bon voyage" tendered him.

Sanwald, in preparation to attending the November 3 Ten Year Club dinner, looked very well in a complete outfit of gray. Sandy, a 25-year employee, received his gold pin at the affair.

F. W. Berberich is currently on vacation. Absent from the dinner, he will get his 20-year pin at a future date.

The Civil Service marks for the engineering aide examination of last June were published recently. Happy smiles lit up the faces of Barberis, Stivali, Pappaceno, and Art Lincoln.

The Civil Service examinations for junior highway engineer, senior highway engineer, and map draftsman are in the offing. Many of our boys are already burning the midnight oil brushing up and preparing for the day of competition.

Matthews is taking cough medicine again—winter's here!

The 1947 wife and mother must be very good at baby-care. Time was, according to legend, that fathers lost many a night's sleep because of baby's crying. However, in searching the faces of our recent fathers (Weiss, Matichetti, Englishman, Fucc, Podwyszynski, Kowar, and Coupe), we do not find a trace of the dark lines of worry and sleeplessness. Or is it because these gentlemen are the superior type of fathers?

Steve Bubier and his survey crew are giving S. Neville's gang a hand. Always glad to see Steve, Sid, especially at this time, as he recently lost two men through resignations.

H. Gornitzky and party finished final as-built measurements of the 25-29A central overpass widening. Kearny, Harry & Company were immediately assigned to setting alignment stakes, etc., on the Route 3 Secaucus by-pass in preparation to construction.

Kettlewood is always the butt of people's kidding. Even Urbach, our new engineering aide, insists on calling him "Kettles." (And Harold, as always, smiles—always the perfect gentleman, a tower of tolerance.)

In season:  
The turkey took each bit of corn, And ate and ate while able.  
Because he knew that he was born To decorate a table.

### HAPPY THANKSGIVING

**LEWIS STREET OFFICE**  
Joe Cunningham

Carl Teege, who had charge of this office from June, 1946, to

## THE HIGHWAY AS WORK GOT UNDER WAY



Preliminary work on the new bridge over Grassy Sound at Wildwood got under way recently when lines were run and borings taken to determine subsoil conditions. The new span will consist of a single leaf bascule with flanking spans and approach fill. In the above photo are a group of men from the Pleasantville office of Survey and Plans together with local officials. From the left are: E. Y. Corson, G. H. Schroeder, J. A. Garofalo, J. A. Best, L. H. Lake, H. J. Thomas, K. T. Collins, State Senator George A. Redding, of Cape May County, City Commissioner Bernard W. Maxwell of Wildwood, and E. R. Baud, E. L. Evans and E. Henderson, who are also engaged on this work, were absent at the time the picture was taken.

"A New Constitution for the State of New Jersey."

Frank I. Shoemaker and John Gorecki received their 25-year awards and R. Weatherly received his 20-year award at the Ten Year Club's 17th annual dinner. Congratulations to all three.

Bob Mountford has a spare lot 30x90 feet next to his house, but is undecided whether to buy a house that has to be moved due to new highway construction and move it on the lot, or sell the whole parcel and buy a trailer and move on.

Jack Diamond, a foreman for F. A. Canuso and Son, contractor on Macan Ave. construction, asked A. R. Heintze for permission to set up a Chick-Sales office over a sewer manhole. This was granted, but after it was completed, gumshoe Heintze found that it was set up over a Keystone telephone manhole instead of a sewer manhole.

Talk of buying shells and cleaning guns has been going on for a week, but until the season is over at home, let's not report on the Nimrod's luck.

**CRANFORD**  
James V. Hyde

With the completion of the Parkway grading plans down through Section 1, Howard Koons, Mike Ritchie, and Charley VanAntwerpen are taking advantage of the "between-jobs" break to catch up on their unused vacation time. Rumor has it that they are resting up for that turkey day dinner table offensive.

A. M. Patterson, who has been on sick-leave about a year, has now officially retired. Those who would like to drop a line to Pat should address him: General Delivery, P. O., Oakland Park, Florida.

"Lew" Harvey resigned from the Department several weeks ago to work with a consulting engineering firm located in Harrisburg, Pa.

**WOOLLYNE**  
Bill Hurley

The marriage of Miss Jane Gercke, daughter of Mr. and Mrs. John Gercke of 207 East Bettelwood Ave., Oaklyn, and Mr. John deWall of Greenport, N. Y., took place on Saturday, October 18, at Washington Memorial Chapel, Valley Forge, Pa. The couple will reside at Plainfield, N. J.

The Woollyne office was well represented at a recent meeting of the South Jersey Chapter of Professional Engineers held at Camden Court House, at which Commissioner Spencer Miller, Jr., was guest speaker. His topic was,

loss he purchased two sets of tickets—one for each side of the field.

After what must have been a long and rather anxious wait for him, Joseph Fontanella received his permanent rating as a senior clerk October 21st. Congratulations, Joe, and it could not happen to a nicer fellow.

We do not know of any feud between John Christiano and Mr. French, the P.R.A. man, but John left him here the other night and but for another car being here Mr. French might have been stranded for some time. What is the real story, John?

S. J. Guidotti topped the list of eligibles for Senior Highway Analyst followed by M. Gerstel, W. R. Sonntag, and G. C. Mendes. (Quinn also ran.)

The foremost question of the month is: "When is an Engineer not an Engineer?" The prize for the best answer will be a copy of last year's Traffic Engineering Magazine.

W. M. Wagner is enjoying the convenience of a new oil burner (at home).

The staff is giving serious consideration to the possibility of conducting a Slim Hawkins day for the benefit of our eligible bachelors.

Slim Stewart recently conducted a survey to determine the most popular type razor blade currently being used—it seems that he wants nothing but the best to trim his mops and tracings.

**NEWARK**  
Jack Meyer

We extend a welcome to two new clerks, John K. Miers, of Phillipsburg, and Murray L. Dunne, of Sussex. John is employed as a clerk and Murray as a senior clerk.

This Bureau is doing a good job to assist the stork. The latest in this was the birth of a daughter on October 28th to Mr. and Mrs. Gene Hoerth. Gene seems to be very happy about it, and we go along with him.

Vincent Berberich is on very good terms with his neighbors. One of them, in trying to get close to Vince, broke his sidewalk with a trailer-truck. The check for the damages came so late that it might get mixed up with the Christmas tree.

Punching and repunching the loadometer cards and keeping up the records in the front office has kept Eather Potti real busy the past month.

Edward Strack finds that he does not have so much time now to work around the house. His new daughter keeps him on the move, but Ed does not complain

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## BRIDGE BRIEFS

GEO. HEFFERMAN

The Bridge Division Club was "Host" to the members and their wives at Cranbury Inn on October 28th at the Annual Ladies Night and Election of Officers. Following the dinner, vocal solos were rendered by Mrs. P. H. Burch and Michael Triest. Loren Shortz offered selections on the cello. A novel, Don, was read by Mrs. Burch. Officers elected were: John J. Sheenan, President; John F. Evans, Jr., first vice president; Virgil Williams, second vice president; Loren Shortz, secretary; Robert E. Simon, treasurer, and A. P. Gabrenas, assistant treasurer.

Congratulations to Morris Goodkind, Albert Lee, Walter Devers, and Harry W. Lafferson for completing twenty-five years of service with the Department. They were honored and awarded gold service pins at the Ten Year Club Annual Dinner. John J. Koffler was the recipient of the symbolic twenty-year pin.

BRIEFS: The Division welcomes Dominick Donadio, recently employed as a Bridge Designer. Don worked for the Bridge Division several years ago and is remembered for his proclivity for losing his hat. . . . W. C. Josephine Bissell was a guest at the Bridge Division Club Dinner while visiting with the P. H. Burchs. . . . John H. Patrick's lucky number came up again, this time with a refrigerator. . . . Lady Luck handing Wilbur Spencer a sawbuck from the Tall Cedars drawing. . . . Jack Evans at Allen's Newark Division Club Dinner while visiting with the P. H. Burchs. . . . W. C. Josephine Bissell was a guest at the Bridge Division Club Dinner while visiting with the P. H. Burchs. . . . John H. Patrick's lucky number came up again, this time with a refrigerator. . . . Lady Luck handing Wilbur Spencer a sawbuck from the Tall Cedars drawing. . . . Jack Evans at Allen's Newark Division Club Dinner while visiting with the P. H. Burchs. . . . W. C. 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REAL ESTATE  
REPORTS

HERMAN KRAMER

Fred Vollmer has returned to work on a part time basis following a long siege of illness. It's nice to see Fred back on the job and we trust that his recovery is complete.

Jim Kondas of the Title Bureau is taking a Business Administration course at Rider College.

Bill Kirk has arranged an interesting trip for the personnel of the Real Estate Division to go through the plant of the John A. Roebeling Co., Roebeling, N. J.

We welcome Julius Kocis of the title searching staff.

John Watt is about to start a major engineering project; the construction of a fence 2 feet high, 9 feet long. We hope he gets this straight.

Ed Drake has fully recovered from a painfully infected finger.

The Real Estate Division welcomes Margaret LeJambre who is engaged as Clerk Stenographer.

Tom Stewart, who is a ham radio operator, had his 136th contact with another radio ham in Argentina this past week. Tom also maintains schedules with parties in England and Germany. He recently attended a conference on State highway radio networks by the A.A.S.H.O. in New York. Tom attended this conference on the direction of State Highway Commissioner Miller who desired a report on the advisability of increasing the Highway Department's efficiency by the use of radio.

The male personnel of the Division of Appraisal and Negotiation had their annual dinner at Bill Hancock's hunting lodge in Chatsworth, on Monday, November 10.

We feel rather proud that Jim Ireton was elected to the presidency of the Ten Year Club at the Annual Dinner, also our congratulations to Walter Schiller who won the door prize at that event and to Tom Stewart and Morris Balbreck who received 20-year pins.

Tony Esposito would like to contact the chairman of the new entertainment committee for the Ten Year Club, as he would like to have a spot on that committee.

## New Honor Roll Will Be Dedicated

A new Honor Roll containing the names of State Highway Department employees who served in the armed forces of their country during the last war will be dedicated at the annual Christmas party according to Commissioner Miller.

The new roll, which will replace the one that hung in the board room for the last several years, is considerably smaller than the original one and will be more permanent. It contains the names of 435 men and one woman and will hang as a permanent tribute to those whose names appear on it.

The roll was made in the Department office of visual aids and is the handwork of Mac Wandling. It is highly illuminated and bears the inscription: "Dedicated To Those Members of the New Jersey State Highway Department Who Served Their Country In the Armed Forces During World War II."

LABORATORY  
LINES

PEG BEATTY

We regret to report that Fred Forrest has been confined to Mercer Hospital in Trenton through serious illness. He has the best wishes of his host of friends for a speedy and complete recovery.

The Lab girls held an impromptu Halloween party one noon toward the end of October. The affair was complete with cider and costumes highlighted by Jean Anderson, dressed as a ballerina, Jennie Houston as a Chinaman, and Alice May as the "new look."

Helen Lansing has taken a leave to attend to the important preparations entailed by a promised visit from the stork. Helen takes with her every good wish from the Lab where she will be missed very much. Good Luck.

## Margaret Durning Bride Of James Mulhern

Margaret Hennessy Durning of the Newark office became the bride of James Mulhern of the Northern Construction Division on Saturday, November 8th.

The ceremony was performed at the Church of Our Lady Help of Christians in East Orange. Following the wedding the bride and groom honeymooned at Atlantic City.

## JOHANNESSON PLANS ARIZONA VACATION

Sigvald Johannesson, director of the division of Planning and Economics, will leave the Highway Department on or about December 1 on an extended leave of absence. His decision stems from the desire to take a prolonged rest. During his absence, which will be for a period of at least six months, his position will be filled by Otto Fritzsche, assistant director.

It will be recalled that Mr. Johannesson was involved in an auto accident last June while on his way to spend a vacation at Sea Isle, Georgia. At that time he was badly shaken up and bruised and Mrs. Johannesson suffered a fractured arm. Despite his physician's orders, the pressure of urgent highway matters made subsequent vacation impossible until now.



SIGVALD JOHANNESSON

Present plans call for a sojourn in southeastern Arizona and a complete rest. The duration of this stay depends largely upon the rapidity with which Mr. Johannesson regains his vigor as well as his ability to adapt himself to a life of ease.

Once before, in 1920, this capable engineer tried to stay away from his chosen field. This venture resulted in a busman's holiday, for it was during this period that he wrote his Highway Economics and engaged in consulting work as a sideline.

It is therefore hoped that by the time warm weather returns to New Jersey, Mr. Johannesson will see his way clear to migrate northward—back to P. & E.

## Whitlock Dies Suddenly

John Raymond Whitlock, aged 51, one of the real veterans of the Equipment Division, succumbed on November 14 following a heart attack that occurred while on the job on Route 30, near Glen Gardner.

Jack had reported for work as usual and it was while cranking the bulldozer he was operating for Foreman Haney that he was seized with a fainting spell. He was immediately rushed to the nearby hospital and placed in an oxygen tent. He failed to respond, however, and died a short time later.

Whitlock, a heavy equipment operator since he first joined the Highway Department in March, 1920, was widely known throughout New Jersey. He came to the Equipment Division shortly after being discharged from service with the Army in World War I. One of the first issues of THE HIGHWAY featured Jack with some of the old Mack trucks which the Department got as war surplus and which were still in use in 1942.

Whitlock made his home in Trenton and is survived by his widow, Mrs. Mabel Y. Whitlock, as well as a son, John R., Jr., and a daughter, Virginia Carol. The son is at present employed by the War Department in Washington. To these survivors THE HIGHWAY extends deepest sympathies on behalf of the entire Highway Department.

## Problem for November

Jones commutes between Trenton and New York. Each day he arrives in Trenton at exactly 6:00 p. m. At the instant he arrives he gets into his car and is driven home by his chauffeur who always meets the train.

On one occasion, however, Jones took an earlier train from New York and arrived in Trenton at exactly 5:00 p. m. His chauffeur, not knowing of this change in schedule, was not on hand to meet him. Since it was a nice day, Jones started to walk home. Along the way he met his chauffeur on his way to the station to meet the 6:00 p. m. train. He promptly got into the car and was driven the remaining distance to his house, at which he arrived 20 minutes earlier than usual.

Assuming that the chauffeur always drives at the same rate of speed and that no time was lost upon getting into the car, how long a time did Jones spend walking?

EQUIPMENT  
ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to Frank Cleary on the death of his wife who passed away very suddenly at St. Francis Hospital in Trenton.

Confined to his home for the past three weeks with a severe attack of grippe is Morgan Van Hise, chief inspector of Equipment.

Sympathies are also extended to Charles DeNito on the death of his father who passed away at his home in Trenton very recently.

Laid up with a bad back is Fred Brooks, machine shop foreman, who is confined to his home.

## Speak on Constitution

Governor Driscoll, former Governor Edison, and State Highway Commissioner Miller recently visited Nashville, Tenn., where they spoke before representatives of states interested in modernizing their constitutions. New Jersey officials were invited due to their success in bringing to the attention of the citizens of this state the need for a new charter. The subject of Governor Driscoll's address was "It Can Be Done." Prior to going to Nashville the Commissioner spoke before the American Petroleum Institute in Chicago.

## Department on the Air

State Highway Commissioner Spencer Miller, Jr., is to give the first radio address for his department in the "State House Calling" series on the new station WNJR.

He will speak at 9 o'clock, Monday evening, December 1. The different divisions of the Highway Department will be represented at the same hour on alternate Mondays, December 15 and 29; January 12 and 26, and February 9.



VOLUME VI — NO. 4

TRENTON, NEW JERSEY

DECEMBER, 1947

## Christmas - 1947

There'll always be a Christmas—that we know—but the need for the spirit of Christmas in the world may not always be as insistent as it is today when we seek to bind up the wounds of the peoples of the earth after the greatest of all world convulsions. For the vacuum left in war devastated Europe and Asia by the cataclysm of the Global Struggle cannot be quickly filled. Yet while it remains, misery, disease and upheavals continue. Peace and security rest on shifting sands at such a time. But the very unsettlement and distress of these post-war years has brought home its lesson—deep and lasting—that we cannot save the world in its several parts but only as a whole. We rise and fall together. The world is one and will live or perish as one. We are in very truth "members one of another."

The manifestation of that truth is expressed in the proposed Stopgap Aid for Europe by our Congress, our Friendship Train, and our provision for the Unseen Guest. These efforts—both governmental and civilian—we must provide not in fear of Communism but in faith in the ideals of America. In the days of our strength we as a people are privileged to succor those in Europe who are in need as they in turn aided us in the days of our youth and helplessness as a nation. The Friendship Trains that rolled across our nation carrying food for Europe's needy was not the act of a Lady Bountiful distributing of her riches to the poor but a token of our brotherhood and neighborliness unlinked by any political threats or any demand for economic concessions. These and countless other acts of the good neighbor represent America at her best.

As the Christmas season draws near, the second annual session of the General Assembly of the United Nations has closed, large in its achievement—even greater in what it has dared to discuss and plan for building a durable peace. In that Parliament of Man—located fittingly on American soil—America is represented by an able delegation. In this agency of world peace we have assumed a responsibility commensurate with our great power in the world. We are members one another in this greatest of all human ventures—peace-making.

But beyond man's efforts in organizing the world for peace—as yet still unfulfilled—there is the universal hope of mankind which Christmas symbolizes. "The church has kept its own Christmases," wrote Dr. Shillito, "the Christian nations have come within hail of that shrine revealed at Bethlehem. But the world is yet to have ITS Christmas. Some day it will come true, not for the few rare spirits, but for the peoples and tribes and nations, that they shall meet at one spiritual center. For that we wait—without that all other Christmases are unfulfilled. They are but rehearsals unfinished. . . . No Christmas is complete for any of the children of the world till it is shared by all. The last Great Feast will not be begun till the guests are met."

Generation after generation passes, and still the day does not come. The hope is always deferred but never abandoned. Deeper than all that estranges man from man is the spiritual basis of his life. Beyond all the ambition for which he fights his brother blindly, there is the unsatisfied longing which will not let him go; in that longing the nations are one. There is one magnetic center which draws them. There must be at the last a meeting, where they will find each other. This must come, sooner or later, the "First Christmas of the World."

In that spirit let us make Christmas 1947 for America the first step in that great objective—"A Christmas of the World!"

Spencer Miller, Jr.  
State Highway Commissioner



## GREETINGS

For more than a hundred years Charles Dickens' "A Christmas Carol" has warmed the hearts of millions of readers on both sides of the Atlantic. In recent years the dramatization of this unforgettable story over the radio has caused them to close the circle of admirers.

"Scrooge," the hard-fisted miser, transformed on Christmas Eve by the ghosts of his better nature, "Bob Cratchit," his faithful clerk, and "Tiny Tim," the frail child of Bob Cratchit, with his improvised crutch, are all characters that will live as long as our language because they portray traits of our common humanity.

From a character who had long been the reproach of the whole neighborhood because of his avariciousness and inhumanity, "Scrooge" was completely changed by his ghostly experiences. He became not only a good neighbor but also a generous-hearted friend of whom it was said, "that he knew how to keep Christmas well if any man alive possessed that knowledge."

It remained for "Tiny Tim," the child, to utter the greeting on Christmas Day that brought all within the circle of humanity, "God Bless Us, Every One!" At this Christmas season and upon the threshold of the New Year may I repeat this greeting to every employee of the Highway Department.

"God Bless Us, Every One!"

SPENCER MILLER, JR.

As we approach the close of one of the most outstanding years in the history of the State Highway Department, it is a privilege to greet the men and women who have made the program of the past twelve months possible. To my many friends of long standing and to those whom I have come to know more recently I extend every good wish for a Merry Christmas and a Happy New Year.

E. W. KILPATRICK.

The past year has seen the Department continue its vigorous march ahead breaking new ground and improving old methods. The success of the year now drawing to a close has been achieved by the loyalty, zeal, skill and competence of every member of the Highway Department individually and working together as a great team with the single objective of providing the people of New Jersey with the finest and the best maintained State highway system in the world.

My thanks and appreciation to each and every one of you who have worked so hard to accomplish the splendid achievements of the past year, and all of us can look forward with anticipation to blazing new paths in maintaining the leadership of New Jersey in the field of highway transportation.

May you have a joyous Christmas season and may the New Year bring a renewed satisfaction and gratification for a job well done.

CHARLES M. NOBLE.

In these days of tension and stress when it is the earnest endeavor of all of us to assist in the efforts to "save the peace," the coming of the Christmas season, when we celebrate the birth of the Prince of Peace, presents a welcome interlude in which we may express a hearty greeting to all of our friends both near and far.

It is an esteemed privilege to say to each and every one of our friends in the Highway Department, and those associated with it, "A Merry Christmas and a Happy New Year to you all."

A. LEE GROVER.

Christmas after Christmas has seen a spirit of friendly cooperation grow stronger and stronger as many of us grew older and older in the service of the Department. More recently new blood has been added—young, eager fellows to follow in our footsteps and make for a greater record of accomplishment than has been obtained in the past. It is with a keen sense of pleasure that I extend season's greetings to all and sincere best wishes for a happy and prosperous 1948.

C. F. BEDWELL.

State Highway Department Speakers  
Featured on New Radio Program

Educational Series Sponsored by Newark News — Many State Departments Participate

The State Highway Department is one of several State agencies which are taking part in a series of educational radio broadcasts sponsored by the Newark News radio station WNJR. This series of programs is designed to acquaint the people of New Jersey with the functions of the many sub-divisions of the State government.

Commissioner Miller opened the Highway Department's section of these broadcasts on December 1st with a talk on modernization of the State Highway system. He was followed on December 15th by superintendent of maintenance Alex W. Muir who spoke on Snow Removal, Ice Control and Highway Maintenance. Mr. Muir stressed the two former not alone as seasonal topics but because each year they play an increasingly important part in the highway program.

The next speaker from the Highway Department will be Commander Noble, who is scheduled to face the microphone on Monday, December 29th, at 9:00 p. m. His subject will be Modern Highway Design and Construction.

(Continued on Page 3)



This picture was taken at the first meeting of the Bridge Division Club in 1931. In fact, it was a rather informal gathering brought about when Morris Goodkind staked the crowd to a blowout with the proceeds of some articles he had written about the College Bridge over the Raritan River. The group enjoyed the occasion so much that the formation of the club to further such extra-curricular activities was a natural.

In those days the little woman was left at home to watch over the children. It was not until many years later when Father Time had slowed down the membership that she was allowed to participate in the somewhat subdued events that followed.

Due to the abundance of hair and lack of wrinkles, you may have some difficulty in identifying many of the stalwarts who were present on this memorable occasion. Some of those who attended have

passed away, others have left the Highway Department, while still others have transferred to other divisions.

On this night they faced the camera as follows: (from the left, standing) William Tongue, now deceased, Brearley Whitehead, Walter Ketels, deceased, E. R. Sherbaum, the department safety engineer, Virgil Williams, John Patrick, Arthur Lichtenberg, Carman Davis, now with the Administration Division, no one recalls this man's name, Charles Fox, John Rogers, no longer with the department, Alvah Hall, Lefferson, Seated: Fred Hunter, Morris Goodkind, T. P. Weston, no longer with department, Wilbur Spencer, William Umberger, Harry Mueller, deceased, and Fred Dileo.

The photographer on this occasion was Lewis F. Hall.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the Interests of Its Employees

A. CARMAN DAVIS Editor

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Fred C. Claus, Mabel Beane, James O'Rourke  
Elmer L. Meyer, Geo. Heffernan, Claire Laczoni  
Peg Beatty, W. Eugene Beckner, Jack Meyer  
David Pettigrew, Michael Ross, Fred Quinn  
Joseph Mahan, Herman Kramer, Emil Warr

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Telephone: Trenton 2-2131 - Extension 573



To All Highway Men and Women  
Wherever You Are . . .  
Wherever You Are . . .

A MERRY CHRISTMAS AND A HAPPY NEW YEAR

from: James O'Rourke, Fred Claus, Elmer Meyer,  
Peg Beatty, David Pettigrew, Joseph Mahan, Mabel  
Beane, George Heffernan, Charles Dolerty, Herman  
Kramer, Claire Laczoni, Jack Meyer, Fred Quinn,  
Bill Ward and Carman Davis.

## SURVEY and PLANS

FRED C. CLAUS

As we again approach the Christmas Season, it is a privilege to use this means of expressing to all members of the Division of Survey and Plans my sincere good wishes and my appreciation for the loyalty and co-operation which has characterized your efforts throughout the past year. May your Christmas be merry and the coming New Year hold many good things for all of you.

HAROLD W. GIFFIN.

### CRANFORD

The Cranford office would like to take this occasion to wish you all a Merry Christmas and a Happy New Year.

After several weeks of hectic haste in an endeavor to meet the Route 4 (Parkway), Section 1, right of way deadline, Bill Reina has finally gotten off on his long delayed vacation.

New fully automatic calculators have arrived at this office.

### LAYING DETECTOR PAD



This group of Electrical Division men are admiring the first installation of the "detector" for the new automatic traffic signals. The shiny black object is a rubber pad which passing motor vehicles actuate by running over. The first vehicle to pass over this pad sets the signal in operation. Subsequent vehicles determine the time the light stays green on the secondary road, thus saving up to 40% of the time heretofore lost at traffic signals. From the left are: Charles Smith, foreman Henry Johnson, John Bingham, George Ashby and James Lynch. The installation is located at the intersection of Lawrence Avenue and Route 26 in Rahway.

## THE HIGHWAY

### THE CRANFORD OFFICE



The Cranford office took a brief time out from their Route 4 Parkway duties to pose for the above picture. From the left are: James Roper, Emil Handzel, Roland McCoy, Ray Callahan, Bob Rice, Mike Ritchie (front), Charles Vanderhoof, Henry Meyer (front), W. L. Braybrooke, Howard Koons, Charles Vanderwerpen, William Goodwin, William Reins, Cy Berger, Bill Beck, Pete Jensen, Thomas Reilly, Harry Ehrenfeld, James Hyde, William Ehrenfeld, and Emil Cecil.

### UPPER MONTCLAIR

Frank Spagnola

Edward Vilar was No. 1 man in that C. S. exam. for engineering aide. He deserves his permanent appointment, as do the following: Stivali, Pappaceno, Barberis, and Art Lincoln.

A. Marino and survey party are riding in a nice new 1947 station wagon.

Bubier and survey party are enjoying a nice assignment—helping Marino on the 6-22A As-built, and Rt. 4, Sec. 5A As-built.

Gornitzky and survey party are certainly going to enjoy (?) that Secaucus atmosphere for months to come—stalking out the Rt. 3 Secaucus Relocation for grading and paving.

To Charles M. Stenson we offer our deepest sympathy for the loss of his mother who passed away on November 18.

Bill Schoenwald suffered a nasty wound when the top of a glass jar sheared in his hands as he tried to remove the cap. It was healing fine when we saw the hand. By now, it's probably just a scar to remember.

Rsa. Eng. Sid Neville, after a steady diet of work, work, work, finally got away on December 1 for a well-earned two-weeks' vacation.

Frankie Berberick surely enjoyed his vacation last month. When he returned there was a lot of spring to his step and a healthy luster in his eyes.

Stivali looks manly with that pipe in his mouth, but he should buy tobacco for it more often.

Kettlewood is our weather criterion. Now that he's wearing a top-coat we know that the winter-freeze is on.

### NEWARK

Ralph Perry

Our sincere sympathy is extended to Charles Stenson on the recent loss of his mother.

William Yetman of the survey crew announced an addition to his family, a baby girl. Congratulations, and thanks for the smokes, Bill.

William Hasbarg recently became a grandfather and celebrated the first son in his family in fifty years. Someone gave Eddie Cantor.

Several of the boys have been displaying their artistic ability lately by papering and painting their homes—or could it have been for economic reasons? At any rate, if anyone wants first-hand information, speak to Al Desimone.

## PLANNING and ECONOMICS

The second Christmas season in the life of the Division of Planning and Economics is now approaching and to you all for a happy and prosperous New Year and, at the same time, to express to one and all my sincere appreciation for the splendid support given the Department during the current year in the performance of our assignments.

## ELECTRICAL FLASHES

JOSEPH MAHAN

To all employees of the Electrical Division may I extend heartiest wishes for a merry Christmas and a happy and prosperous New Year and, at the same time, to express to one and all my sincere appreciation for the splendid support given the Department during the current year in the performance of our assignments.

JAMES L. HAYS.

Bon Voyage to Oscar Sampson, bridge operator, who is at last going to visit his aged parents in Sweden. The trip, long delayed by transportation shortages, is scheduled to begin on December 10, and Oscar plans to return around the middle of January.

Newly acquired: Albert Giber, bridge operator—wife, Edgar F. Waters, elec. mechanic, a son born on November 28; Russell Henry—a lame back from which he is slowly recuperating; very fine holiday decorations in the Trenton Office erected by Chet Anderson and John Kilpatrick under the direction of Dot Hudak. . . . Nearly acquired: By John Kilpatrick—residence right here in Mercer county. Gene Farley was stricken ill at the dinner held on December 3 by the Electrical Division Construction & Maintenance employees, and taken to the hospital where his trouble was diagnosed as acute indigestion. He was released after treatment. At the same affair Tom Borden displayed a bit of his wealth of minstrel talent and gave forth with a "buck and wing" dance which brought rounds of applause.

Having extended congratulations to Joe Fontella in the last issue on his permanent appointment, again they are in order in this issue. He has received an appointment to the Internal Revenue and, needless to add, at a better salary.

Understand there are at least four more of our force who have a somewhat rosier look due to visions of better pay and positions offered to them. Two of them look to Federal jobs, one to a higher grade state job, and one to private industry for these increases.

Having just about combed the field work for the Camden O and D Survey from our hair when the New Brunswick and Bound Brook O and D Survey is announced as in the making. This one will be on a smaller scale and sorry, Joe Nat, there will be no female interviewers.

Those of us who attended the "radio party" for Mr. Johannesson enjoyed renewing our contacts with those we know in the Trenton office and meeting those who were, up till now, just names. An affair such as this one, if only for the purpose of a get-together, might be arranged each year.

If this comes to pass, would like to enter our Harvey Doane in competition with Wes Bellis for the title of "Division Jitterbug."

Of course we would have to handicap Wes to give our Harvey a chance. . . . If boxing bouts are included in the evening's festivities, Harvey would enter, for the glory of Newark, in a bout with Max Wagner. There is just no holding a good man down.

We do not get too much news of our Traffic men in the field. Max Weinrob in Atlantic City had a little fuss with an Atlantic City jitney but did not come out too badly. Glad that it was not serious.

## THE HIGHWAY

Your M. C. presents—  
THE LADIES...  
Bless Them



Now that Dorothy Hunt has resigned her S. A. status, and Mr. Harney's staff has been augmented by Dorothy Barbara Covert who comes down from Princeton every day especially to be with us, the quota of key punch machine operators is beginning to assume normalcy. Elgin Mayer, who has been figuratively speaking, of course, "tearing his hair out," is looking forward optimistically to "one more operator" and a new growth of hair.

Local chitchat has it that the "Big City" is once again the favorite haunt for holiday festivities. That New York atmosphere conducive to Thanksgiving celebrations, can be vouched for by LaRaine Birch, whose week-end schedule included the comedy "Harvey" . . . Also inviting as a playground for fall vacationists, Josephine O'Hara found her week well spent.

Ruth and William Patrick Moran became proud parents Thursday p. m., December 4. Naming their offspring was all very elementary and simple. . . . "Pat" would be Patrick, or "Pat" would be Patricia. We've a sneaking suspicion, however, that Ruth and Bill are very pleased with "Patrick." Congratulations to two of our favorite people!

Mary Massarotti Palombi, formerly of the Central Construction office, whose wedding took place on Thanksgiving Day, was honored at a dinner party on November 24 at the Downtown Club. Mary was presented with a gift by her hostesses: Kathryn Laughlin, LaRaine Birch, Helen Tallon, Teresa Kelly, Rita DeVaney, Florence King and Marion Heister.

More men in the department than women recognized Mildred Friedman of the Administration Division as the "Glamorous Girl" who was our "Highway Glamour Girl—Yesterday" last month. Despite our clue, many girls in line three hours for the opportunity. She also saw Helen Hayes in "Happy Birthday" plus other shows on Broadway.

Ralph DeMaggio has become an ardent bowler. He is taking regular lessons from Morris Balbrecky who is a champ around this office.

By now . . .

Meet the Voice



If you are one of the many who on occasion call the Newark office, you perhaps have wondered what the lady behind the pleasant "Good morning, State Highway Department" looks like. Well, she is Mrs. Adel Uth, shown here at her switchboard, and she is even prettier than her picture. Her husband, by the way, is Dick Uth, senior highway engineer, a footlocker who makes a hobby of collecting knives, firearms and other weapons.

## THE HIGHWAY

### BON VOYAGE PARTY FOR P. & E. HEAD



Planning and Economics staged a farewell party for Sigvald Johannesson prior to his leaving on an extended vacation. The affair was held at Landwehr's on the River Road in Trenton on November 25. As can be seen from the above photo, a large gathering attended the affair. From left to right in the first row are: M. A. Vincicola, W. R. Bellis, Helen A. Tallon, Mr. Johannesson, Commander Noble, Florence King, J. E. Mincher, and Vincent Herberick. In the second row from the left: A. E. Maspoli, Preston Northrup, Charles Hall, Charles French, Henry Doane, G. C. Mendez, Ed Strack, Commissioner Miller, W. J. Yachio, Juan Delgado, J. Meyers, B. T. Patterson, O. H. Fritzsche, J. A. Stewart, R. J. Nolan, J. E. Jones, R. E. Vanaman, George deHahn, L. P. Dileo, and W. M. Wagner. Back row, also from the left: Gene Conduso, J. P. Severns, H. F. Knoebel, Ed Englemann, Joseph Natale, C. H. Hultman, Thomas Downs, S. Burrows, Benjamin Surasky, W. R. Sonntag, F. M. Quinn, Morton Gertel, and John Christiano. Misses Teresa Kelly and Rita DeVaney left before the picture was taken.

## REAL ESTATE REPORTS

HERMAN KRAMER

We welcome the opportunity afforded through the courtesy of THE HIGHWAY to express our appreciation for the splendid co-operation we have received from our fellow employees and associates and to extend our sincere best wishes to you all for a joyful Christmas and a prosperous New Year.

JOHN AYMAR, FRED VOLLMER.

Roger Sherman recently went to Canada on a gunning trip and we are glad to report that he brought home a deer. Norm Lister went hunting in Pennsylvania and provided venison for the office. Encouraged by their success, William R. Hancock is now vacationing in the southern part of this State where he hopes to get a lucky shot.

We wish to welcome Miss Ray Birch as a new member of our clerical force.

Jo O'Hara recently spent part of a 2-weeks' vacation in New York City where she had the opportunity of coming face to face with Frank Sinatra after waiting in line three hours for the opportunity. She also saw Helen Hayes in "Happy Birthday" plus other shows on Broadway.

Ralph DeMaggio has become an ardent bowler. He is taking regular lessons from Morris Balbrecky who is a champ around this office.

By now . . .

Meet the Voice

June Mains will celebrate on December 23, Happy Birthday, June! By the way, who are you knitting those socks for?

We wish to welcome Herman Silverstein to the office staff of the Title Bureau.

Ed Drake spent the Thanksgiving holidays in Baltimore visiting relatives.

We wish a speedy recovery to Mr. Flavin A. Iretton and Mrs. Thomas A. Kervin.

We also wish to extend our sympathy to Russell Johnson on the death of his step-mother.

Food For Thought

He thinks it smart by thinking Beyond the stage of thinking, Instead of staying sober— as he can. To greet the coming season. There isn't any reason. To celebrate and inundate the man.

F. J. SPAGNOLA

## THE HIGHWAY

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F. J. SPAGNOLA

## BRIDGE BRIEFS

DAVE LAWSHE

I welcome again this opportunity to greet the members of the Bridge Division. We are completing one of the busiest years in our existence and I am extremely grateful for the understanding exhibited by each of you of the problems presented by this extensive bridge program, and for the cooperation which make it possible to carry on in spite of our limited numbers.

I am happy to extend my sincere good wishes for the Holiday Season, and look forward to another year of pleasant association with you.

MORRIS GOODKIND

Our deepest sympathies are extended to "Pete" in the recent loss of his father, Mr. Peterson passed away in his 94th year after living a vigorous, industrious, and profitable life. We all would benefit were there more of that rugged Yankee Americanism practiced today.

We wish to take this opportunity to wish Mrs. Chester Smith a happy and complete recovery from her current illness.

John Evans had his lone and "chop-chop" routine disrupted over the Thanksgiving holiday. Young Robert was home from Muhlenburg to help his pop give the bird the bird.

Ralph Titworth, our senior senior, took off quite hurriedly for Orlando on Dec. 13th. With a stomach full of turkey and trimmings, he and his co-traveler spent two days on the road for 1120 miles. Ralph sent a card from Leesburgh, Florida.

Fred Hunter and the Mrs. surprised us when they told us about the marriage of their daughter Ruby out west. Best wishes for a long and happy life to the two kids.

Shorts, Loren that is, had a nice visit back home over the holiday. We think that he stopped in Split Rock to see the Heffernans.

By the time that this goes to press, Sven and his family will have moved into their new home in Glendale. It's nice to know they will be all comfortable before cold weather really sets in.

George Heffernan took unto himself a wife. (What Agnes Jaeger took unto herself is another matter.) It's nice to know with our wives, attended the ceremonies held at St. Francis Church on Front Street. It happened at 6 p. m., on Saturday, November 22, 1947—and George was out of bed. It is fitting to quote the groom's favorite verse:

I take thee, my dear, for better or worse  
In bad sickness and also good health;  
I'll take thee, my dear, in many more ways,  
Especially the one dealing in wealth.  
Happiness and good cheer to Agnes and George.

### Answer to November Problem

The answer to the problem which appeared last month is 50 minutes. It is arrived at as follows: Assume that it takes the chauffeur 20 minutes to drive to the station each day. In order to reach the station at 6:00 he leaves home at 5:40 and arrives back home at 6:20. If he follows the normal procedure on the day his boss left early and got home 20 minutes sooner than usual, he arrived home at 6:00. This means he drove for 20 minutes, 10 toward the station and 10 home again after picking up the boss. This further means that he met his boss at 5:50 after the latter had walked for 50 minutes. This works out to the time answer regardless of the time you assume for the chauffeur to drive to the station.

## Department Plans Towing Service For Skyway

Free Service Established in Interest of Safety

In order to provide for greater safety and convenience to the motoring public, the State Highway Department is planning to establish a free towing service for disabled vehicles on the Pulasky Skyway. The service only awaits the delivery and equipping of a jeep which is now on order.

The service car will be provided with a two-way radio so that constant contact will be maintained with the police of Newark and Jersey City. This type of communication will permit the driver to respond quickly to emergency calls between the hours of 6:00 a. m. and 10 p. m. daily. No request of any kind will be made by the crew of the service car and stalled vehicles will be towed from the Skyway by means of a hoist.

### Bags Two Deer



A lot of deer hunters will draw their customary blank this year, but this number will not include John Matchett, resident highway engineer attached to the Upper Montclair office. John hid off to Maine recently with his brother-in-law, John Oldenburg, for a week's gunning and bagged two deer near Bangor. As proof of his exploits, he submits the above photograph of the deer. John Oldenburg, on the left.

### Exhibit on Steel Pier

The State Highway Department exhibit went back to Atlantic City on December 1, 2, 3 and 4, where it was displayed at the annual convention of the New Jersey Grange on the Steel Pier. Installation was under the direction of George Goldy and Walter Scheutz of the Electrical Division.



## EQUIPMENT INCREASES LEAD IN HIGHWAY BOWLING LEAGUE

If something doesn't happen soon, the Equipment team will have the first half championship wrapped up and stored away before the remaining teams realize it. At this writing they are out in front by four full games and show no signs of slowing down. In addition to leading in the won and lost columns, they hold every team and individual high except that of individual three-game which is held by Chris Kucker with 578.

Among the outstanding performances to date which are held by the league leaders are high game, 991; high 3 games, 2714; high individual average, Stevens 176 and Brennan 172; high single game, Collins, 234.

Another contingent of Highway bowlers is in second place in the Civil Service loop. This team is made up of Frank Dunn, capt., Frank Muter, Tony Crea, Warren Oldham, Norman Horner and Joseph Rich. This aggregation is only two games out of first place in their division.

Plans are under way to hold the annual bowling banquet at a spot yet to be determined on Tuesday evening, Dec. 23rd. Details are being handled by a committee composed of Jack Rochford, Russell Cook, Tony Crea, George Engenach, and Jack Washburn. It is noted that the addition of Major Hays to the Electrical Division team has failed to improve the standing of this group, but it has served as a notice to other division heads who fancy themselves bowlers to come out and roll a few.

League Standings		
Team	Won	Lost
Equipment	22	5
Fernwood Gls	18	9
Inspection	16	11
Machine Shop	13	14
White Line	13	14
Electrical	11	16
Fernwood Guards	8	19
Maint. Painters	7	20

## LABORATORY LINES

PEG BEATTY

It is with a great deal of pleasure that I extend sincere greetings to all employees of the Laboratory and express my appreciation of your excellent cooperation and faithful service during the year. I wish you all a very Merry Christmas and a Happy New Year.

FRED H. BAUMANN.

Tom MacRorie is going to North Carolina to organize a modern Confederate Army.

The Roofing Dept. of the Lab has been busy rearranging the office.

Bill George has a new hobby making Xmas candles and are they beautiful.

M. K. Schierer is going to Raleigh, N. C., for his vacation. Happy motoring, Dutch.

Fred Forrest is improving at Mercer Hospital. Hope he will be back with us soon.

## Fine Cooperation

The United Advertising Corp. set a fine example of wholehearted cooperation when they agreed to remove a billboard along the Blue Star Drive in Mountain-side recently. The site had been occupied by the company for sixteen years and was opposite a tract owned by the Union County Park Commission.

In commenting upon the action of the company, Comandante Miller said, "This cooperation augurs well for our plan to transform this five-mile section of Route 29 into a fitting tribute to those New Jersey citizens who served in the armed forces. It conforms to the standards of the Joint Committee for Roadside Improvement and encourages us to believe that this action will be emulated by other firms and individual property owners."

## Administration Division

BILL WARD

Christmas comes again... The joy of it, its poignant charm, is in its anticipation, and the happiness of merry-making is in the holiday itself. The spirit of it, however, that spirit which is kindled in the hearts of all, has a deeper, more lasting significance, and should be carried from Christmas to Christmas, each season renewing faith, shattered hopes and neglected charities. At this season we are kinder, more tolerant people, imbued with greater understanding and compassion. A joyous holiday, therefore, is my wish for you this Christmas and, for the coming year, "May the spirit of Christmas be with each of us every day of the year."

MARVEN L. HOWELL.

May this joyous season of Christmas bring to each and every one of us a greater appreciation of our blessings and may our troubles grow less. A Merry and Happy Christmas to all.

CHARLES A. HURLEY.

Christmas in Mercourt in 1944 was a quiet day. The Germans had broken through at the Bulge and had not yet been contained, and the hospital to which Kermit Boner was attached was filled with casualties. And yet, because it was Christmas, and habit so strong or hope so high, they celebrated the day. Surgical instruments were moved into corners, operating tables laden with cakes and coffee, crackers and beer, and they sang the songs of Christmas or listened to a hastily arranged orchestra gotten up from Americans, Italians and Germans. Christmas in Mercourt in 1944 was quiet. The next day the Luftwaffe bombed it unceasingly.

Charles Hurley was recently re-elected president of the Mercer Council of the Civil Service Association. Mr. Hurley is also vice president of the New Jersey C. S. A.

A woman standing in the waiting room of the railroad station at Trenton fainted the other day, and, in falling, split open her head. A crowd gathered about, efficiently doing nothing, when Frank Torkewitz, who noticed that the woman had turned blue, sped into action. He borrowed a key-ring holder and forced it between her teeth, prying open the mouth and pulling back the tongue which had obstructed the wind-pipe and which in a short time would have strangled her. He then took a handkerchief and, using it as a compress, stemmed the flow of blood and then bandaged it with a scarf. So effective and so professional was Frank's treatment that, when the woman afterward consulted a doctor, he said that there was nothing further to be done.

Mr. and Mrs. R. W. Wildblood entertained for Chicago and Trenton, Thanksgiving with their daughter and son-in-law. All any of us can learn is that the population of Chicago consists of a boy, Douglas Earl, a girl, Nancy Ellen, and a few million other people.

We are glad to report that Mrs. Edith Farr, of Commander Noble's office, who recently underwent surgery at McKinley Hospital in Trenton, is recuperating nicely. Mrs. Farr is still confined to the hospital but is looking forward to being discharged prior to the holidays.

## THE HIGHWAY

My deep appreciation is extended to the employees of the Projects Division during the year for the good work performed under discouraging conditions. The lack of adequate personnel to properly carry on our work has made it necessary for most of you to assume additional duties and work longer hours, which you have done cheerfully. Such loyalty to the Division is appreciated. I wish each one of you an old-fashioned Merry Christmas and Happy New Year. E. E. REED.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Welcome as the lights of home on a winter night, the year-end holidays bring a pause in routine activities. An opportunity to put aside daily cares for a time and share with friends and associates the cheer and good fellowship of the season. With sincere appreciation of congenial friendships and pleasant associations, may this Christmas bring you every joy and the New Year every wish.

FRANK C. YOUNG.

In accordance with the spirit of the season Frank Devereux, T. W. Emmons, Robert Ettinger, and Morgan VanHise extend to each and every employee of the Highway Department their best wishes for a very Merry Xmas and Happy New Year.

The following notice appeared in one of Winchell's columns recently: "Dear Mr. W.: A Communist is a guy who wouldn't spend \$1 to win a \$10,000 mink coat; he thinks he should get it for nothing! Latry Gove."

Larry Gove of Fernwood says if his namesake knows where any good mink coats are available at that price he could use one nicely.

Dick Kleitke, one of the Equipment Division veterans, will put away his wrench on Jan. 1, 1948. Dick, who has served as a Road Mechanic for 28 years, filed an application for retirement on Dec. 1. He plans to locate on Long Island. His many Department friends extend to Dick their best wishes for a long and healthy span of years that goes with a job well done.

Santa Claus visited George Collins of Fernwood prematurely. George won \$1000.00 in a drawing held recently and can now make Mr. Hurley is also vice president of the New Jersey C. S. A.

Al Kaner, who has been on the sick list for some time, returned to work on Monday, December 8th with instructions to cut down on the pace he formerly traveled.

Elwood Lawrence has a badly injured thumb received while operating a power saw at Fernwood. For a while it was thought the thumb would have to be amputated, but the doctors were finally able to save it.

Congratulations to Morgan Van Hise who celebrated his 25th wedding anniversary on Thanksgiving Day.

Morgan VanHise, who is chief inspector of the Equipment Division, has acquired a new title lately, namely, "Chief Jeep." The Department has recently acquired a brand new jeep to be used on the Skyway for towing purposes and this assignment has also been allotted to Van's supervision.

Bob Martin, who is fire marshal of Mercer County, can't help but be Johnny on the spot whenever fires break out. While coming to work one morning very recently, Bob noticed a car ahead of him suddenly burst into flames from alcohol in an overheated radiator. Pulling over to the side of the road, Bob grabbed his fire extinguisher, which every good fireman carries, and made short work of the blaze to the grateful thanks of the car owner.

## ANALYZED PARKWAY ADVANTAGES IN DEPARTMENT PUBLICATION

Colorful Brochure States Case for New Jersey's First Parkway — Rt. 4

Parkways as a solution to traffic congestion and high accident rates is the subject of a booklet now being released by the State Highway Department. This striking brochure is entitled, "New Jersey's First Parkway—Route 4," and is prolifically illustrated with charts and photographs showing the immediate need of Parkway construction, especially in the Northern Metropolitan area of the State.

## Christmas Service Will Feature Varied Program

Suggestion Awards and Dedication of Honor Roll Among Highlights

A program of simple impressiveness will be held in the board room of the State House Annex at 11 a. m. on Christmas Eve. An in past years, this ceremony will be of varied nature and will be conducted by Commissioner Miller. Incidental music will be furnished by the talented musicians from the Equipment Division who have entertained on similar occasions in the past. Solo spots have been awarded to vocalists Helen E. Caanyi of Administration and Michael Tristan of the Bridge Division. Anne of course, there will be the regular group-singing of Christmas carols.

A regular feature of other years, the awarding of Certificates of Merit and bonds to those who submitted outstanding suggestions, will again be a highlight of this year's program. Following established custom, the recipients of these awards will receive them from their division heads. The names of those to be honored in this manner, however, will not be divulged until that time.

Another feature which carries great significance will be the dedication of the permanent Honor Roll, containing the names of 434 men and one woman who served their country in the armed forces during the late war. Edward E. Reed, head of the State Aid Projects Division, whose son Robert M. Reed, a former Highway employee, lost his life in the war, has been chosen to unveil this new Honor Roll which will replace the one formerly hung in the board room.

## Maintenance Notes

CHARLES J. DOHERTY

It is a pleasure to again be able to extend to all members of the Maintenance Division greetings of the Christmas season.

I also wish to express to my colleagues at this time my appreciation of the support which they have given me during the past year. Whatever success the Maintenance Division has achieved has been due to the cooperation which you all have given me.

Wishing you one and all a very Merry Christmas and a Happy New Year, I am, Sincerely yours, ALEX W. MUIR.

In conjunction with a series of radio broadcasts by some of our State departments, reported elsewhere, Superintendent of Maintenance Muir talked over the radio, discussing the very timely subject of snow removal work as conducted by the Maintenance Division. In his talk, Mr. Muir left no doubt in the minds of his listeners of the effectiveness of the department's efforts to insure the safety of the traveling public. Incidentally, his remarks were delivered in a most carefully chosen language than is used in the office during snow removal operations, it being the tendency at such time to adhere more closely to the vernacular and such.

December, 1947

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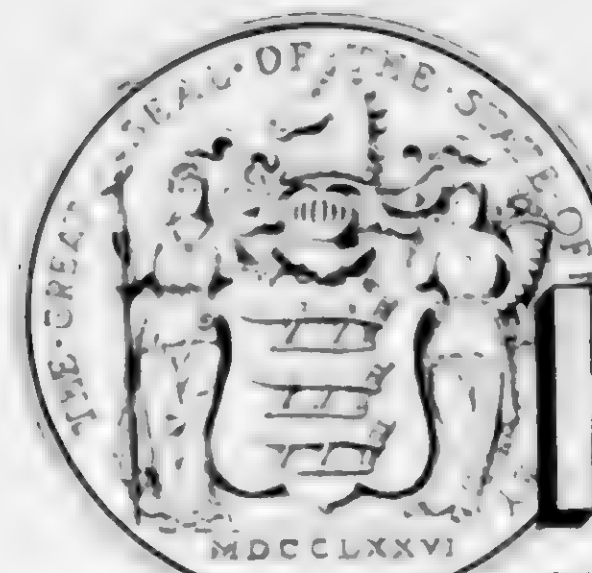
A study of Parkway accident rates shows that safety will also take a great stride forward through the operation of such a modern facility. On urban streets there are 5.34 injuries incurred for every million vehicle miles. On Parkways this rate is reduced to .55 injuries per million vehicle miles, a reduction of 10 to 1.

According to the latest reports, Gene Beckner is undergoing special treatment which will mean his being away a few months longer than expected. This is not to be taken as a set-back in his condition, but simply that it was thought best to prescribe additional treatment as a safeguard. Since Gene won't be around over the holidays, it is suggested that those who want to send him a Christmas or New Year's card should address it to: Gene Beckner, Mount Kipp, Glen Gardner, N. J.

We had been wondering what attraction there was about Washington that kept drawing Charley McGinnis down there for so many week-ends. Only recently was found out. It seems that Mac had fallen for a charming southern belle and was married down there away a couple of weeks ago.

Low Klockner told one of the other day about encroachments. It seems that the Lord and the Devil were having a dispute over their joint property line. Each claims the boundary was too far over on the other's property. After considerable arguing, the Lord said that he would take the matter up with his lawyer. The Devil replied, saying that this was not possible, since he (the Devil) had at such time to adhere more closely to the lawyers down there with him.



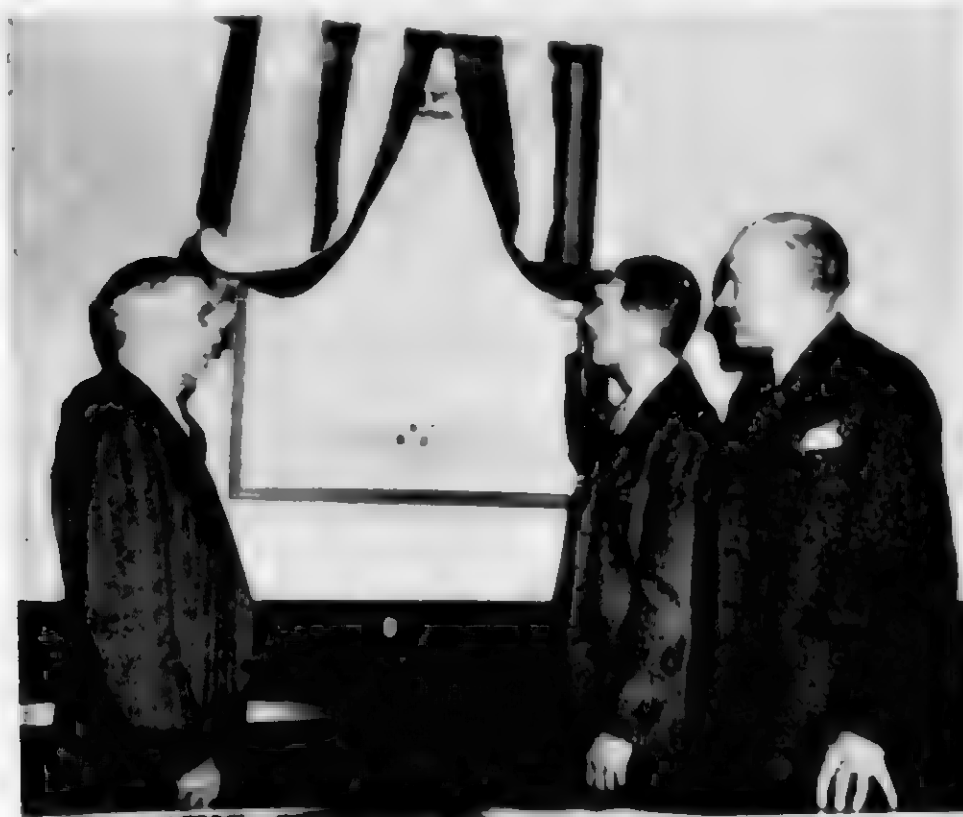


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## UNVEIL HONOR ROLL



Edward E. Reed (left) and Commander Charles M. Noble unveil the permanent Highway Department Honor Roll while Commissioner Miller looks at the list of 433 men and one woman who served their country in the armed forces. Both Mr. Reed and Commander Noble lost sons in the late war.

## Gen. Johnson Lauds Colorful Program Highway Message Marks 5th Annual Christmas Party

In a statement issued from Florida where he is vacationing, General Robert W. Johnson, president and chairman of the board of Johnson and Johnson of New Brunswick, lauded Governor Driscoll's highway program as presented in his message to the 1948 Legislature.

"Governor Driscoll is right in his appraisal of the highway situation in New Jersey," said General Johnson. "The State has been attempting to accommodate a modern high-speed economy to an archaic low-speed facility. The result is strangulation. The cost in lost efficiency is enormous."

"Adequate highways are a capital investment that should be self-supporting and self-liquidating, with a fine profit to the citizens of the State. As indicated by the Governor, highway revenue should be used exclusively for

(Continued on Page 2)

### Permanent Honor Roll Unveiled Before Large Assemblage

Group singing, solos, suggestion awards, and kindred features marked the annual Christmas exercises of the State Highway Department held on Christmas Eve in the board room of the State House Annex.

One of the highlights of the occasion was the unveiling of the Highway Department's permanent Honor Roll by Edward E. Reed and Commander Noble, each of whom lost a son in the late war. The name of one, Robert M. Reed, appears on the Honor Roll. It is planned that this new roll will hang permanently in the board room as a tribute to those Highway men and women who served

(Continued on Page 3)

## Highway Motion Picture, "Parkways for New Jersey", Ready For Distribution

### SOUND AND COLOR FILM IN GREAT DEMAND

"Parkways for New Jersey," the new State Highway Department motion picture, is now ready for public showing after many unexpected delays in production. Depicting the need for a well integrated parkway system in the Garden State, this film vividly contrasts congested conditions on many New Jersey highways with the free flowing parkways serving motorists in neighboring states.

In advance showings this motion picture has received a most enthusiastic response which marks it as a must on the programs of all types of organizations during the coming year. It has both high entertainment and educational value.

As an economy measure, distribution of this film will be made by the producer rather than by

Filmed by the Princeton Film Center in cooperation with the Highway Department, "Parkways for New Jersey" is a sound motion picture in full, natural color. It has a running time of twenty minutes and is crammed full of the type of action needed to hold the interest of all types of gatherings.

As an economy measure, distribution of this film will be made by the producer rather than by

## Governor's Message on Highway Transportation

In Governor Driscoll's Message to the opening session of the 1948 Legislature he set forth in broad and statesmanlike terms the series of needs and problems confronting the State of New Jersey. It included, among other things, State Administrative Reorganization, Federal-State Relations, Economic and Social Welfare, Employment Security, Education, Agriculture and Food, Local Government, Commerce and Transportation.

Among the 15 principal departments that are proposed under the provisions of the new Constitution Public Works is to be one. Within such a department it is proposed to place the State Highway Department. A Legislative Committee on Reorganization, under the leadership of Senator Wesley Armstrong of Mercer County, is presently studying this proposed reorganization with the various Departments, Divisions and Commissions. In due course the final composition of the new Department of Public Works will be announced and passed upon by the Legislature.

On the question of commerce and transportation, the Governor spoke forcefully and convincingly. Because what he said is so important as a statement of over-all public policy on highway transportation, we quote those pertinent paragraphs from his Message:

"A year ago we inaugurated a new highway program. The 171st Legislature prudently revised the whole system of state highway grants for our counties and municipalities. As a result, over the next four years, our municipalities will receive more than \$23,000,000 for local highway purposes. This is almost twice as much as our municipalities received in the four years before the war. A substantial portion of this increase in state grants will be allocated to our large cities, which, in the past, received no assistance. Last year there was also inaugurated a program designed to carry state highways through, as well as around, our large cities."

"These highway improvements were intended to be a part of a large program to restore blighted urban areas. We sought and obtained the cooperation of our inter-State agencies, notably the Port of New York Authority, the Delaware River Joint Commission, and the Delaware River Joint Toll Bridge Commission in the planning and construction of extended approaches to inter-State crossings, thus permitting us to stretch our highway fund."

"The development in the North Jersey metropolitan area of one of the world's greatest airports by the Port of New York Authority, pursuant to legislation passed a year ago, and the development of additional facilities for maritime transportation were part of our larger transportation planning. At the same time, the Authority and the State have been negotiating with the Federal Government for the acquisition and improvement of dock facilities along the Hudson."

"The adoption of this program marks an important milestone in the history of our State. A year's study has convinced me that this advanced program is not sufficient to meet our requirements. In fact, New Jersey today is not even holding its own in the fight against traffic congestion. It is apparent that half-way measures will not suffice. Moreover, in our past planning we have not given sufficient attention to a balanced program involving all forms of transportation."

"The first phase should be an acceleration of highway planning and construction. Once construction is begun, highways should be completed as rapidly as possible, ending the spectacle that has plagued this State in the past of partially completed highways with their dangerous bottlenecks. 'Time is money.' Today our citizens are suffering losses while trucks and passenger vehicles wait for hours for the untangling of traffic jams. As I stated in my message a year ago, 'careful consideration should be given to the proper method of financing the so-called luxury roads.'"

"Our highway requirements are so acute that it is apparent that we cannot hope to finance the construction and completion of major highways which have been isolated, planned or discussed out of current income. The completion of these urgently needed highways, it is conservatively estimated, would require \$150,000,000 in excess of available income for construction within a five-year period. We should plan our comprehensive highway program now. We should consider now the advisability of future financing to meet the cost of these future capital improvements. Highway-user revenues which under Federal restrictions must be used for highway purposes should

(Continued on Page 4)

the State Highway Department as ways for New Jersey" will be done with the former motion picture great and because a limited number of prints will be available, it is advisable to make reservations twenty-five or more who have at for this film at the earliest possible date. This may be done by contacting the Princeton Film Center, Mountain Ave., Princeton, N. J.

## Marven L. Howell, Chief Accountant, Dies in Florida

### Succumbs to Heart Attack While on Vacation

The Highway Department was shocked to learn of the death of Marven L. Howell, chief accountant, while on his way to Miami with a party of friends. The group had left Trenton by automobile on January 14th and reached Titusville, Florida, about 200 miles north of Miami, when Mr. Howell complained of feeling ill. He was rushed to a doctor who ordered him to the hospital at Cocoa where he died the evening of January 15th.



Marven Howell was one of the veteran employees of the Department, having served continuously since October 1917 in the division of accounting. Since 1932 he headed that important division and had won for himself an outstanding reputation as an expert in highway finances. His knowledge of highway funds was respected far beyond the confines of the Highway Department.

Born in Trenton on May 26th, 1887, of an old Mercer County family, Howell was a star athlete in his youth, specializing in baseball and basketball. In later years his fondness for sports was evidenced by his enthusiasm in breeding and racing pigeons. For many years he was one of the foremost citizens of nearby Ewing Township and only last March retired after serving for twenty years as township clerk. He was active in civic matters and aided in forwarding many community projects.

His mature judgment and intimate knowledge of the Highway Department were recognized by Commissioner Miller who appointed Mr. Howell to serve as a member of the Suggestion Committee. It was typical of him to serve conscientiously in that capacity as in all other assignments.

Mr. Howell is survived by his widow, Mrs. Bessie C. Howell; three sons, Marven W. Howell of West Trenton, an employee of the Construction Division; Dr. Welling C. Howell of Medford Lakes; Frederick E. Howell, a student at Springfield College, Massachusetts; and a daughter, Mrs. Margaret H. Cooper, of Harborton; and eight grandchildren. Funeral services were held on January 12th at the Wm. and Taylor Funeral Home in Trenton and interment took place in Ewing Cemetery near Mr. Howell's home. Services were attended

(Continued on Page 3)







## MANY EXAMINATIONS LISTED FOR STATE HIGHWAY EMPLOYEES

Applications for Open Competitive and Promotional Exams Must Be Filed by February 16th

The following instructions concerning the filing of applications for State Highway Department examinations appearing on the January schedule of the Civil Service Commission should be read with care by all interested employees. It should be borne in mind that under the existing provisions of the law, the State Highway Department must fill out application blanks of the kind used for open competitive examinations, but stamped or marked "Promotional." These blanks may be secured from the Civil Service Commission or through the various offices of the Highway Department.

Some employees who file for promotional examinations may also wish to file for open competitive examinations of the same title. Separate blanks will have to be filled out in all such cases. For example, an employee in the file for Senior Engineer, Highway-5131 (Open Competitive) may also wish to file for the file for Senior Engineer, Highway-5186 (Promotional). Two separate application blanks must be filled out, and promotional blanks must be stamped "Promotional" before the other requirements shown on them. Please note that these are the Public Notices.

Title	Salary Range	Ref.	Salary Range
Asphalt Plant Inspector	\$1650-1920 or higher	PS76	\$2400-3000
Assistant Eng., Highway	1800-2400	"	3000-3600
Bridge Detailer	1800-2400	"	3000-3600
Bridge Inspector	1800-2400	"	3000-3600
Highway Inspector (Proj.)	1200-1800	"	2400-3000
Junior Engineer, Lab.	1800-2400	"	3000-3600
Laboratory Technician	1200-1800	"	2400-3000
Material Inspector	1200-1800	"	2400-3000
Principal Engineer, Highway	3000-3600	"	3600-4500
Right of Way Negotiator	2400-3000	"	3000-3600
Sen. Engineer, Highway	2400-3000	"	3000-3600
Sen. Eng., State Aid Proj.	2400-3000	"	3000-3600
Supervisor of Materials	2040-2640	"	3000-3600
Administ. Asst., Grade I	3000-3600	"	3600-4500
Auditor	1800-2400	"	2400-3000
Junior Engineer, Highway	1200-1800	"	2400-3000
Senior Auditor	1800-2400	"	2400-3000
Senior Clerk Stenographer	1200-1800	"	1800-2400

The above titles, and also those of Engineering Aide and of Laboratory Assistant, are included in the current Open Competitive Schedule.

## Governor's Message

(Cont. from Page One)

ultimately be used to meet any additional highway debt requirements.

"The actual construction of the free-ways, parkways, inter- and intra-city and township highways will, of course, depend upon the availability of labor and materials. The actual plans for such a program, to be implemented later, should be authorized and completed at the earliest possible date. There is no time for delay if New Jersey is to meet its obligations to its citizens and its political subdivisions. As I have heretofore stated, I am not unmindful of the fact that generally speaking capital improvements should be deferred pending a return to lower costs. With respect to highways, and the dependence of our society upon them, New Jersey cannot afford to lag behind in the race for commerce or in its efforts to rescue its municipalities from their present traffic plight."

Within this broad conception of a coordinated scheme for New Jersey of air, sea and land transportation, the State Highway Department will be called upon to assume a vital leadership in land transportation. It is a task worthy of our best planning and our most conscientious execution.

SPENCER MILLER, JR.

## Northern Construction Division

GEORGE H. CONNER

Bob Ordish has just received his new "Yaller" Jeep with plow and attachments. He sure had a good chance to test it out in our record snowfall of 1947.

Welcome to Fred T. Scripture, assistant engineer, Highway, who was formerly with the North Jersey District Water Supply. He is now on inspection under Dave Pettigrew. Also, C. D. Schuch, assistant engineer, Highway, on inspection under Maurice Radus.

To Jack Farley and his son Raymond we offer our deepest sympathy for the loss of their wife.

and mother who suddenly passed away a week or so ago.

Many of our boys who were assigned to snow removal last holidays due to the record snow storm which averaged 26" in depth, but despite this fact they stuck to their jobs and are to be commended for their efforts. If you meet them, please do not sing, "I'm Dreaming of a White Xmas."

W. A. Dunbar, assistant engineer, Highway, has been transferred to the Bridge Division. We wish him the best of luck in his new surroundings.

## THE HIGHWAY

### WHEN RECORD SNOWFALL CLOGGED HIGHWAYS



Four of Newark's "finest" direct traffic approaching the Passaic River Bridge from the south. Giving on-the-spot assistance in the emergency are Commissioner Miller, 2nd from left, and Frank Young, superintendent of equipment, wearing overcoat. State Highway snow removal forces in many instances worked for 40-hour periods without relief.

## Three Highwaymen Rescue Trapped Truckdriver

Prompt action on the part of William Moran, Reynolds Brachelli, and Paul Pettit probably saved the life of the victim of a most unusual accident.

The three were returning from the Newark garage during the recent heavy snowfall and had stopped their trucks near the Raritan River Bridge on Route 25 to put on skid chains when they heard piercing screams coming from the nearby New Brunswick Transfer garage. Upon rushing into the building they found a man being crushed against a wall by a truck and trailer whose brakes had failed to hold. Grabbing bars, Moran, Brachelli, and Pettit pried the truck back enough to release Peter Strang, and while two of them made him as comfortable as possible the third ran into the trucking office to summon help.

An ambulance was rushed to the scene of the accident and the injured man was taken to a nearby hospital in critical condition where he is now recovering.

William Meyer, manager of the New Brunswick Transfer, expresses deepest appreciation for the prompt action taken by these Highwaymen.

## Administration Division

BILL WARD

Busiest man in these parts during the past month was Frank Kinble. Frank is an official of the Highway Credit Union and was always available to help those whose goodwill outran their pocketbook. That Santa Claus fellow got a lot of help from Frank and the Credit Union.

The following is printed verbatim from a local paper: "Patrolman Elio Riccardi, 25, of 80 Anderson Street, was treated at Mercer Hospital yesterday after he was bitten on the hand by an automobile on South Warren Street."

Forget those skid chains, muzzle your car.

Bill Keeney, after too long an absence, is back looking fit and feeling fine.

Christmas ties have been making a reluctant appearance here. John Kownacki looked at one and said, "polite," "Been covering chairs?"

An advertisement in the New York papers featured a cartoon on duck hunting edited by Eugene V. Connell. Good hunting and good luck!

The Highway bowling team at this writing is second to the Trenton Water Department in the Second Section of the Civil Service Bowling League. The League consists of thirty teams and is divided into four sections. Members of the team are: Charlie Ahr, Tony



A general view of the south approach to the Passaic River bridge showing stalled traffic waiting for the way to be cleared. The severity of the storm was without parallel in recent history and resulted in unprecedented traffic delays.



The occupants of this marooned car which bore Canal Zone license plates were nowhere in evidence when photo was taken. However, a baby's hammock and nursing bottle pieced together the story of a family which had sought shelter away from the snow-clogged highway.



In a world deep in snow the metal grid flooring of the Passaic River bridge presented a strange contrast. This short section of open roadway afforded no relief to highway traffic, however, for long lines of trucks were stalled in deep drifts at either end.

Creo, Frank Dunn, Norm Horner, Frank Matzer, Warren Oldham, Joe Rich, and Jimmy Walters. Do you think for a minute that a bunch of water drinkers is going to beat that gang?



## SECOND INSTRUCTION SERIES PROVES OUTSTANDING SUCCESS

Newark, Trenton and Woodlynne Meetings Draw Capacity Gatherings

Encouraged by the success of the first lecture series to engineering employees which was held last year, Commissioner Miller authorized a second series which was completed on March 22. As in the previous instance, these lectures were divided between Newark, Trenton and Woodlynne. However, rather than crowd the lectures into three days as was done in 1947, three days were given over to three Mondays — March 8, 15, and 22.

New faces and new subjects marked the second series of lectures and included Edward E. Reed, "State Road Aid to Counties and Municipalities in New Jersey"; W. Walter Voorhees, "The Primary Federal Aid System"; John Fransson, "The Secondary Federal Aid System"; Alex. W. Muir, "Highway Maintenance and Its Relation to Construction, Salvaging and Reconstruction"; Allen C. Ely, "Latest Development in Soil and Highway Foundations"; E. A. Henderson, "Sand Drains"; J. R. Sweeney, "New Equipment and Design Detail."

John Hulse and W. R. Braybrooke spoke on Modern Highway Location and Design in New Jersey. The former dealt with "Modern Methods and Aims, General," and the latter "Special Problems on Parkways." Under the heading of "Design Procedure," Ralph Fisher discussed Geometrics and Carl Teegen spoke on Traffic Control. Following the formal lectures, adequate time was devoted to questions and general discussion of each particular subject.

The Newark lectures were held in the auditorium of the YMCA under the general chairmanship of Howard R. Fisher. Conference chairmen for the successive weeks were Howard Koons, Herbert Englishman and Henry Stover. The Trenton general chairman was William Pfister, assisted by conference chairmen Samuel Bullock, James Kersey and Max Wagner. These meetings were held in the Veterans' Room in the War Memorial Building. The Woodlynne Borough Hall was the site of the South Jersey meetings where Harry Marvin served as general chairman and the conferences were under the chairmanship of J. A. Williams, L. S. Buzby and Wilson Sharpe.

The details of this lecture series were arranged by Julius J. Newmark, special engineer, who also handled the arrangements last year.

The State Highway Department motion picture, "Parkways for New Jersey," was shown to those attending the lectures on March 15 at Trenton and on March 22 at Woodlynne and Newark.

## Parkway Brochure Praised

Under the title "Congratulations, New Jersey," the February issue of Roads and Streets has some nice things to say about the Highway Department's Parkway booklet which was recently released.

Speaking of the necessity of modern express highways in terms that the "man in the street" and at the wheel" can understand, Editor Harold McKeever says in part: "Now comes another splendid example which should be studied by all—the booklet prepared by the New Jersey State Highway Department, entitled 'New Jersey's First Parkway—Route 4.' Congratulations, Commissioner Miller, Chief Engineer

## Open Field Office In Hamilton Square

The division of Survey and Plans has moved the Hamilton office which was under the direction of Samuel Bullock and Carl Teegen for several years and at the same time announce the opening of a field office in Hamilton Square. This new office will be under the general supervision of Fred L. Gerard and the direct supervision of John H. Hulse. The phone is Trenton 5-5333 and the address 3678 Nottingham Way, Hamilton Square.



## Parkways for New Jersey

"A picture is worth a thousand words," runs an ancient Chinese proverb. The truth of this proverb has been borne out in countless ways down the centuries. In our day the use of the visual method as an aid to education has long since been recognized. So, too, the motion picture is regarded as one of the most potent devices for mass education and entertainment. Week after week more than 70 million Americans attend the motion picture theatres of the nation; the yearly expenditure for this type of education and entertainment in our land is in excess of a billion dollars.

Schools, colleges and churches alike have come to value this medium of education at once visual and audio. For Jerseymen there will always remain the historical fact that the first motion picture camera was developed by Thomas A. Edison in West Orange, and the first laboratory for motion picture experiments was established in an upper room in the parish house of the House of Prayer on Broad Street in Newark.

There was compelling logic then for the Highway Department to turn to the motion picture to educate the public of our State about parkways. We are without such modern facilities and the facts about them are not widely known. "Give the people the facts and they will decide," said Abraham Lincoln.

So the new color motion picture, "Parkways for New Jersey," has been conceived and produced for and with the Highway Department under the expert direction of the Princeton Film Center. The purpose of the picture has been to portray by actual photographs the traffic condition on our main highways, the hazard to life and limb on these old roads, and the manner in which our neighboring states have built modern functional parkways and freeways to meet the hazards and traffic problems of today and tomorrow. This study of contrast between New Jersey highways and our neighboring States' parkways and freeways carries its message persuasively and objectively. There are no exaggerations, no artificial shots; every picture is documentary, save those of the diorama and animated sequences.

The inaugural showings of "Parkways for New Jersey" to the State Legislature, the Freeholders and then the delegates to the annual convention of the Association of State Highway Officials of the North Atlantic States brought instantaneous and generous commendation from state and national officials. Already requests for this new picture within and without the State run into the hundreds. It is to be hoped that wherever the new picture is shown that it will carry its message and quicken the public interest in a system of parkways for New Jersey.

But it is well to remember that while we do not as yet have parkways in New Jersey, we have many good roads and some of exceptional design and construction. We can have even better roads as we embark on our own program of parkways for New Jersey.

Spencer Miller, Jr.  
State Highway Commissioner

Noble and staff. This picture and booklet should be applied in other chart story of facts vital to the future growth of a state is told clearly, quickly and convincingly. "The techniques used in this class."

## Equipment Coasts To League Title

Hold 18 Game Lead Over Inspection

As the State Highway Bowling League entered its last week, Equipment had made a shambles of all competition with a record of 52 games in the won column and a mere 11 lost. This gives them a winning percentage of .828. Inspection in second place leads the rest of a reasonably closely bunched field with a record of 34 and 29.

The high single game record to date belongs to J. Mizur of Equipment who rolled a 249. Mizur also holds the high 3-game mark with 607. High team single game is in the possession of Equipment with 991, as well as the 3-game mark of 2714.

Those bettering 200 during the past two months were: Clugston, Stevens (51), Snyder, Bart, Washburn (24), Butterfoss, McCabe (21), Collins (2), Lear, Kilpatrick, Brennan, Walz, Kucker, Ireton and Mizur.

The following are the standings:

Team	W	L
Equipment	52	11
Inspection	34	29
Fernwood GPs	33	30
Machine Shop	31	32
Electrical	30	33
Maintenance	27	36
White Line	23	40
Fernwood Guards	22	41

## Golf Tournament Planned for May

Greenacres C. C. Will Play Host To Highway Golfers

May 15 has been set as the date for the third annual State Highway Department golf tournament, according to Fred H. Baumann, chairman of arrangements. The site will be the Greenacres Club on Route 27, just north of Trenton.

Present plans again call for a "kickers" type competition which pits divot diggers in the same class as the stars and guarantees that you don't have to break 100 to have a swell time. Players will tee off between the hours of 9:00 and 11:15 a. m. The club will adhere strictly to these hours so as not to interfere with the activities of regular members.

The entry fee for this tournament is \$2.50 and this includes green fee as well as each golfer's share toward prizes. Lockers will be available and it is understood that arrangements include a photographer who will record for posterity the feats of the day.

Deter Won in 1947  
Last year's competition was won by John Deter of the Electrical Division and as a result he holds one leg on the cup which must be won three times to gain permanent possession. The name of each year's winner is engraved on trophy.

Entry blanks may be obtained from any of the following committee members: Fred Baumann, Fleming, Steve Barnocky, Equipment; Betty Lewis, Compensation and Claims; Russell Goller, Maintenance; Russell Cook, Purchases and Stores; and Bryon Bugbee, Bridge. Blanks may also be obtained throughout the State from any of the paymasters. These blanks must be in the hands of the committee by May 7.

In the event of rain, the tournament will be held on May 22. The committee's final word is: Get off the red flannels and oil up that rusty swing.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interest of Its Employees

W. CARMAN DAVIS, Editor

**Contributing Editors**  
Fred C. Claus, Mabel B. Davis, James O'Rourke  
Elmer L. Meyer, Geo. Hoffmann, Claire Jackson  
P. J. Brown, W. Eugene Beckner, Jack Meyer  
Joseph Mahan, Herman Kramer, Fred Quinn  
Bill Ward

Publication Office: 118 West State Street, Trenton, N. J.  
Telephone: Trenton 2-2131—Extension 573

## Survey and Plans Parkway Picture Distributes Manual In Great Demand

New Handbook Contains All Sections of State Request Highway Film

The Division of Survey and Plans recently published a fine handbook for distribution to various engineering employees. It is entitled "Manual for Chiefs of Party," and contains about every type of information needed in solving the engineering problems of field and office men.

The book is pocket size of the loose leaf type. It has a flexible black leatherette cover with gold lettering and contains approximately 200 pages. It is divided into two parts, the first of these contains seven sections which deal with: 1. general instructions; 2. surveys; 3. preparation of plans; 4. field layout and staking; 5. as-built surveys and plans; 6. Federal aid requirements; 7. special instructions. The second part is devoted to miscellaneous information, tables, formulae, diagrams and charts. In the second part are listed such sections as: 1. lettering of plans; 2. design; surveying; 4. tables.

This remarkable book was written and compiled by Fred L. Gerard, Dist. Engineer of Survey and Plans, and represents months of tireless work. In the later stages Paul Seifin rendered valuable aid in proofreading and arranging printing details. Copies of the book will be distributed to all engineering employees of the Survey and Plans Division, Construction Division, and members of the Bridge Division.

## Solution to January Problem

A frog in a 24-ft. well which jumped 3 ft. each day and fell back 4 ft. each night would have a net gain of only 1 ft. a day. At the end of 19 days it would have climbed a net of 19 ft. and his 3-ft. jump on the 20th day would take him out.

## SURVEY and PLANS

FRED C. CLAUS

### CRANFORD

James Hyde

We welcome Robert Silverstone, Engineering Aide, who started with the Department in his office on February 16, 1948. Bob has just been discharged from the Army where he was on duty with the occupation forces in Korea.

We feel sure that Dick Waugh's many friends will be glad to learn that Dick is now much better and has been able to get back on the job again after a three-week tussle with pneumonia.

Born on February 21 to Mr. and Mrs. Raymond Callahan, a son, Thomas William. This is their third child, as Thomas joins two sisters. Born on January 27 to Mr. and Mrs. James Roper, a daughter, Donna Jeanne. This is their first child.

Jerry Browne, Engineering Aide, has resigned to continue his studies. Jerry is at present attending Montclair State Teachers College where he has been accepted for the current semester.

After several years of intensive negotiations, Charlie Loveland finally sold that genuine Rolls Razor (good as new) to "Brother" Frank Cary.

### WOOLLYNE

Bill Hurley

In February Harry Marvin addressed a women's club in Atlantic City on Parkways and Freeways. Entertainment in the way of songs was provided by some of the ladies and Harry's address was sandwiched in between "Lo the

### PLEASANTVILLE

Eugene M. Gillette

The Pleasantville Office was honored by a visit from Messrs. Noble and Muir on January 9th. They were accompanied by Mr. F. L. Gerard.

Larry Oliver was welcomed back to the Pleasantville Office on January 16th, and on February 14th Charles J. Schoch was added to our roll as a new employee with the rating of Engineering Aide.

A large delegation from Pleasantville was able to be present at the Highway Convention in Atlantic City. Cliff Somers was the lucky one to win the toy bucket from the Barber-Greene Display.

## THE HIGHWAY

### FLEMINGTON

Joe Cunningham

Rolland Kruger and Herb Forster, both of the Flemington office, were the winners of the recent contest for the best letterhead design. Their designs were both excellent and well received.

Paul Seifin, District Engineer of Plans, was the guest speaker at the recent meeting of the Flemington office. He discussed the new State Highway Department and its various divisions.

Mr. Seifin also presented a report on the recent survey work done in the Flemington area. He praised the efforts of the staff and the progress made.

The meeting was held on January 15th and was attended by all the staff members. It was a very successful one and all enjoyed it.

### TRENTON

Al Cohen

Back at work again is Willis Osborne who recently underwent surgery for the removal of both his gall bladder and appendix. He is now feeling much better and is back to work.

It is with regret that at this writing Frank Armstrong has not returned to work. He has been away for some time and we hope he will be back soon.

By the time you read this, Harry Fowler should be back from his extended Florida vacation. Transportation was furnished by a new Ford.

The recent series of lectures included talks by Walters Voorhees, Ralph Fisher and Carl Teegen. Bill Pfister was general chairman and Sam Bullock acted as chairman of the first day's schedule.

Jim Kersey is to act as chairman of the second day's meeting. The lectures will be held on February 1st and 2nd.

### UPPER MONTCLAIR

Frank Spagnola

Recently ill: Mrs. Coupe, Mrs. Neville. Now well: Mrs. Coupe, Mrs. Neville. Resigned: Eng. Aide Waugh. Mr. Jan. is to be a tenant-neighbor of Bob VanZee.

### HIGHWAY PEDAGOGUE IN ACTION

When the pending promotional engineering examinations were announced, Paul G. Seifin offered to act as instructor to those men who would be interested in attending night classes for the purpose of preparing for exams. In cooperation with the Engineers Association of the Highway Department, a program was arranged for the past six weeks or more from 15 to 20 men have gathered once a week in the Lewis St. office to receive this instruction. Classes will continue right up to examinations. In the above photo Mr. Seifin is explaining a problem in reverse curvature.

### PLEASANTVILLE

Luther Swain

Luther M. Swain, 76, of Swainton, died March 1 following a lengthy illness. He is well remembered in South Jersey where he served as an inspector with the State Highway Department for a period of 17 years prior to his retirement in 1934.

He was active in local government affairs and served for 34 years as a member of the Middle Township Committee. Mr. Swain is survived by his wife, Ada; a son, Isaac E., of Swainton; and a daughter, Mrs. L. C. Newcome, of Miami Beach, Fla.

Our congratulations to Mrs. Helen Lansing upon the birth of a baby daughter. We would like to inform our Trenton friends that the Lab has taken on somewhat of a "new look" following a spring housecleaning, new paint, and several other improvements.

### LABORATORY LINES

PEG BEATTY

Andy Decker, who escaped some of the winter's bleak winds by going South, has just returned from vacation spent at West Palm Beach, Fla. Lou Riley is also back from a southern vacation—to Florida.

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## Maintenance Notes

CHARLES J. DOHERTY

With so many of the official weather sharks' predictions going off the board during the recent severe winter, Warren Oldham decided to enter the ranks of the prophets. While his experience up to this time probably will not create any serious competition for the U. S. Weather Bureau, it may cause quite a bit of professional jealousy among some of our amateur weather men. Warren's technique, not strictly orthodox, consists mainly of what might loosely be termed a "rule of thumb" method. It seems that by watching both thumbs and holding them in the air toward the direction of the wind, the extent of an approaching storm and the amount of possible precipitation can be determined. To be more specific, Warren says that if the left thumb dries first, it is a sure sign of snow, whereas if the reverse is true then rain may be expected. Of course, if both thumbs finish in a dead heat, then the method should be abandoned and the weather bureau called for a possible explanation. To further supplement his technique, Warren is now developing a set of mathematical formulas, said to be sure-fire.

Ray Simpson, in an off-moment, put his house and car keys in the wrong overnight one Friday; but smart Ray was not inconvenienced. He had another set in a pocket.

H. Weis' father-in-law is in the most business. No wonder H. W. is wearing so much weight.

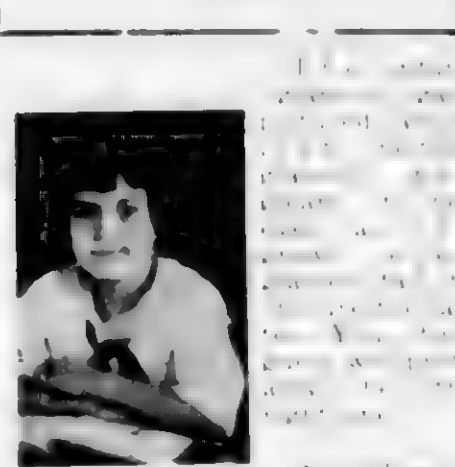
Willard Matthews, of Pinkerton's gang, got himself a baby rascallion about a year ago to raise as a pet. Matthews says that the coon has become quite a pet by this time, following him around the neighborhood wherever he goes. The coon seems to be pretty choosy about his eating habits in that he shows distinct preference for fish and chicken. With two pet coons nowadays, this can become rather expensive. However, in addition to the coon's eating habits, he also shows quite a propensity for a little drink now and then and when he has taken just a little too much, he gets a silly grin on his face, much the same as humans do under the same circumstances. A couple of weeks ago the coon disappeared and Matthews was unable to locate him. Matthews was about to give up in despair when, sure enough, one fine day the coon returned, scratching on the back door to be let in. Could he be the coon that had been on a protracted bender and then thought it was time to return home?

A lot of us around the Maintenance Division would like to know what supervisor it was who was seen walking long the highway in the vicinity of Newark, during the severe snowstorm of December 26th, carrying an umbrella.

We extend our sympathy to John Pastorek of Angie Newman's gang, who lost his wife about a month ago, and also to the relatives of Frank M. VanSyckle. Mr. Frank had been a member of St. Tietzworth's gang and passed away last month.

From all accounts, everybody who attended the recent convention in Atlantic City had a good time. There seemed to be considerable activity in the way of road work done. We imagine that the road work referred to is the variety found by walking the boardwalk getting that good old salt air.

## Your M. C. presents— THE LADIES... Bless Them



Mildred Friedman is a devoted mother and a very capable businesswoman. She is a member of the Ladies' Auxiliary of the Highway Department and has been very active in their work. She is a very kind and generous person and is always ready to help others in need.

The Earle Harries recently welcomed a new member, Peter, to their family. May we quote, "If you have nine sons in a row, I should think you would be a millionaire."

Inquiries have been made recently regarding the balance of \$250.00 remaining of the funds collected during the war for the entertainment of soldiers at the U.S.O. and Tilton General Hospital. Helen Tallon and Theresa Ryan, who were responsible for collecting in the Department, inform us that this balance went into 140 Christmas Kits for the boys at the hospital. The Production Division of the Red Cross, the F. & W. Grand Stores and W. T. Grant Co. contributed generously towards making these kits possible.

Kathryn Laughry and Florence King, whose birthdays occurred in February, were tendered a dinner party at the Downtown Club by Helen Tallon, Rita DeVane, Margaret Gibbs, Theresa Kelly, Loretta Birch, Betty Lewis, Mary Kelleher and Marion Heister. Mary Kelleher joined the forces of Planning and Economics to replace Theresa Kelly who has left to join those of the Motor Vehicle Department.

A "Sunshine" basket of individual gifts from her friends in the Department is in the making for Theresa Ryan who suffered a broken arm in a recent fall. Apropos of such a collective greeting is the little message we quote for Theresa:

"May every lovely messenger bring you news of peace and gladness, a special wish for a quick return to health, and happiness."

Our thoughts and best wishes for her recovery are also with Mary Richter who is reported to be ill at a vacation in Burbank, California.

Mary Craig Chamberlin of the Newark office wishes to extend to her Trenton friends of the Highway Department sincere appreciation for their thoughtfulness upon the recent death of her husband.

Our "Highway Glamour Gal—Yesterday," of last month's issue, is June Maine of the Right of Way Division and the "Bobby Sox Brigade."

Special note to The Ladies only: Although the "ballerina" skirts conceal the results of a long winter and sedentary positions, it won't be long before shorts and swim suits will reveal the horrible truth. Have your cake and eat it too—trim 'er down playing golf, and by the time the tournament rolls around (May, June, July) it'll be most gratifying to hear, "What beautiful form you have!"

"Bless them..."

Our sympathy to Mary Chamberlin on the loss of her husband who had been chronically ill for the past five years.

Dave Pettigrew, principal engineer, spent his vacation at Miami, Fla., visiting his sons. The water pipes in Dave's home missed him so much that they got "tight" and froze up, leaving Dave with the headache.

J. M. Parker, assistant engineer, has survived three years of conjugal bliss. Celebrated anniversary week ending January 10, 1948.

Bids on Route 17, Sec. 10, were received, George M. Brewster & Son was low bidder. This is a widening job between Rutherford Avenue and Williams Avenue, Hoboken, N.J.

Max Wagner had a visitor at the office the other day who looked suspiciously like Groucho Marx. (When Max got a good look, he sent practical joker Dick back to work.)

Sam Guidotti's house has the prettiest front door we've ever seen. It's "bright blue." Sam painted it himself.

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## N. J. OFFICIALS ADDRESS CONVENTION



The above montage shows Commissioner Miller flanked by Commander Noble (right) and A. Lee Grover as they addressed the convention of the Association of State Highway Officials from the rostrum in the ballroom at the Hotel Traymore in Atlantic City. Commissioner Miller spoke on Highway Department Publicity and Public Relations; Commander Noble's paper dealt with Current Costs and Price Structures, while the camera caught Mr. Grover as he accepted the position of secretary-treasurer, an honor that has been conferred upon him for the 25th consecutive year.

## SPRING DINNER OF TEN YEAR CLUB TO BE HELD AT MOUNTAINSIDE INN

Committees for Coming Year Named by President Ireton

The annual spring dinner of the Ten Year Club will be held at the MountainSide Inn on Route 29 in Mountain-Union, N. J., on April 19. The entertainment committee under the chairmanship of Clyde Case is planning a fine chicken dinner and appropriate entertainment.

The complete evening has been moderately priced at \$2.50 ticket and members who have attended affairs at this inn know that a fine evening is in store for those who will be on hand for the event.

Club president Flavin Ireton announces the appointment of the following committees. In each case the name of the chairman appears first.

Entertainment—Clyde Case, A. V. Enos, John Kownack, Ken Craft, Ozzie Nelson, Bill Carnival, George Kraus, George McCann, Anthony Cross, Jr., George Conover, Jim Malloy, Art Hancock, Wilson Sharpe, Ross Parker, Sven Redin, John Patrick, Thomas MacRae, Paul Pettit, Jack Redford, Henry Johnson, Frank Matz, William Rasmussen, Russ Henry, Clarence Stokes, Mike Leonard, Ralph Sheppard.

Investigating—Gene Palmer, Harry Hill, Clyde Case, Budget—Jim Ireton, Ed Drake, Thomas L. Russo, Art Egan, Construction and By-Laws—Charles Levine, H. Johnson, Carl Egan, Phil Voss, Frank Sheppard, Bill Rogers, Chris Kicker, Ed Hoy, Frank Harris, Robert Eltinger.

Refreshments—M. J. Bickley, John Madson, Charles Doherty, Frank Gephart, Frank Redding, W. L. Fox, Cyrus Card, Gene Palmer, Charles Fearnley, Bob Simon, Ken Craft, Sam Bullock, Otto Seggel, Bob Martin, John W. Evans, Jack Carpenter, Alcid Wright, Sr., Charles Hunt, Cliff Wear.

Awards—Gene Palmer, Gene Becker, Wilbur Spencer, Harold Jensen, Bob Martin, Auditing—Harold Palmer, John Ruhman, Ben Stokes; Membership and Dues—Tommy Russo, George Jorgensen, Pete Jensen, Ralph Perry, Herbert Englishman, Norm Smith, Al Hinken, Edgar Corson, Henry Johnson, O. B. Rogers, Ed McCordell, George Cumberley, John Deter, John Watt, Jack Carpenter, Ozzie Nelson, Phil Birch, Earl Storer.

Highlights—Oliver Lozier, Al Cohen, Russ Cook, Bill Ryan, William Bob H. Kramer, Louis Ulla, Alzem Siskick, Chet Anderson; Nominating—Earl Storer, John Patrick, Ollie Lozier, Norman Lister, Jack Carpenter, Joe Hunt, George Cumberley, Harold Rice, Lawrence Gore.

Historian—Paul Seifin. All Ten Year Club members who will become eligible for 20 and 25 year pins during 1948 should notify Gene Palmer at their earliest opportunity. It is desired that this list should be complete by April. Remember, no

Mr. and Mrs. S. Johansson are living in a lovely little luncheonette in a lovely little town. They are planning to have a beautiful swimming pool, on the outskirts of Phoenix, Arizona. The temporary name for the daytime is an ideal 70, at night it's just right for sleeping. (Mr. Johansson has a note to date from the office so that he might get some WORK done.)

Ralph Vanaman received a hot water bottle from his G. F. who is afraid that he might catch cold (when he's out alone) because he wears no topcoat.

B. T. Patterson brought in an oil painting of a wharf scene excellently portrayed by the talented Mrs. B. T. P.

Mr. and Mrs. G. C. Mendez have vacationed in Mexico. They had a wonderful time and we received a full report when George returned.

J. E. Jones purchased a new slide-rule, while Mort Gertel received one gratis from a new concern merely upon requesting information.

George DeHahn (also) works while he sleeps. According to a report from Mrs. DeHahn, at 3 a. m. the other day he sat bolt-upright in bed and yelled that "Gertel was all wet—the traffic was much heavier there."

Sam Guidotti's house has the prettiest front door we've ever seen. It's "bright blue." Sam painted it himself.

## ELECTRICAL FLASHES

JOSEPH MAHAN

Congratulations to Danny Glendinning, Bridge Mechanic, and a gorgeous redhead, Mrs. Glendinning, who celebrated their 13th wedding anniversary on Friday, February 13. Incidentally, Danny says his luck has been good for the last 13 years.

Our sympathy is extended to William Such, Bridge Operator, who suffered a very serious loss, especially these days, when his trailer home burned recently.

WANTED: One house on very large lot, all conveniences, creek running through property, in suburbs of Trenton. Property must be near school, bus line and airport; reasonable price, taxes below \$15. Contact J. A. Kilpatrick, Trenton Office.

Orville Stilwell, Bridge Operator, now has another income tax exemption. Jill Evra, born January 1, Orville still says he wants a boy.

We are pleased to report that Jack Eads is convalescing at home following a very serious operation.

Sincere condolences are extended to George McGinnis, Electrical Foreman, upon the loss of his mother on March 1.

A poll of members of the Electrical Division reveals that there will be very little griping if we are forced to accept salary increases.

## Northern Construction

GEORGE H. CONNER

Our sympathy to Mary Chamberlin on the loss of her husband who had been chronically ill for the past five years.

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## EQUIPMENT ITEMS

JAMES O'ROURKE

James O'Rourke, who dares to shine during the month of February, is Mr. and Mrs. T. W. Enmons. In looking the New Jersey snow they were quite a severe storm in Virginia on the way down, but New Jersey Highway training presented them from being delayed too long.

Recommuting at his home from an operation performed as the result of an injury at work is Jack McKeever. If his present rate of improvement continues, he expects to return to light duty at Fernwood soon.

Also on the convalescent list after two operations at the Tilton Hospital in Fort Dix is Ed Crawford of the Fernwood office. Reports are very favorable and if progress continues he hopes to be home within the next few weeks.

Fire caused havoc in the home of Andy Schwing. With fuel scarce and new furniture prices very high, plus a slow acting insurance adjuster, Andy is having quite a problem getting himself in order after this one more.

Fernwood was saddened by the death of Ed Glendinning on January 30, 1948. Ed was a mechanic assigned to roadwork in Central Jersey and succumbed at his home on January 30, 1948. He is survived by his wife, Mrs. Marie Glendinning, one son and two daughters, as well as his mother. To these we extend our deepest sympathy.

A new addition to the Purchase and Stores staff at Fernwood is George Engemann who transferred from the Equipment Division effective February 1. George is quite busy mastering the various assortment of parts and materials used by the Department.

Take a tip from Russ Cook. Russ recently covers a lot of territory. Having heard many stories of the Sunny South, Russ and a party of friends left Trenton on February 19th for a week of golf at Pinehurst, N. C., but old man weather intervened with a blanket of snow on the way which also prevailed in Jersey. With golf clubs frozen in their bags and tempers getting on edge, the Sunny South are still somewhat of a myth to Russ and his friends.

Frank Devereaux has just been notified that his 553-lb. tuna which he caught off Casco Bay, Maine, on August 13th of last year, has captured 10th place in the Fish and Stream Contest which covers the entire world.

Frank Harris has returned from a few weeks vacation in Florida where he had gone upon the advice of his physician. He managed to get into the fishing contest with the catch of a twenty-odd pound mutton snapper which was the largest caught up to that time. Frank's health seems much better and we hope that he continues to improve.

Inspector Wayne Davis is the proud papa of a baby boy, Robert Lynn Davis, born March 5th.

The Projects Division has added several new inspectors to its staff: Joseph Sorrento, Willard Mulhearn and Robert Lees are transfers from the Construction Division; Edward Osif is from the Labor Department; and John Farley and John McGurty are new men.

At present Joe Sorrento and Ed Osif are assisting Al Faxon with the new formula work as is Inspector Harry Barker.

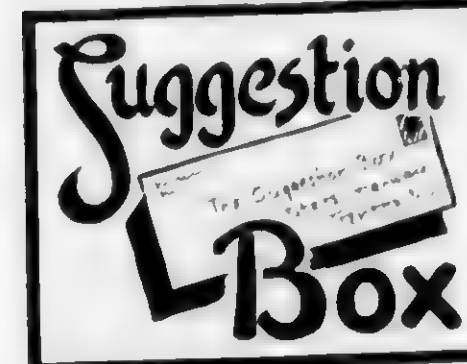
Inspector Irving Noble is assisting in Florida. This is a widening job between Rutherford Avenue and Williams Avenue, Hoboken, N.J.

Messrs. E. E. Reed and John Fransen were among the speakers in the second lecture series. Mr. Reed discussed State Aid to Counties and Municipalities, while Mr. Fransen's topic was on the Secondary Federal Aid System.



## WOODSTOWN EMPLOYS NOVEL SNOW REMOVAL SYSTEM

While cities and towns along the Atlantic seaboard were bogged down under record-breaking snowfalls this winter, the South Jersey community of Woodstown, Salem County, found an effective way to clear its main thoroughfare in short order. And the best part of the story is that the cost was moderate, according to Walter Reeves of the Southern Construction Division.



Atomic Energy, the power dreamed of for centuries, realized by science and first used in war, is now the cause of much concern by some people. The power of the atom, now over five years old, has thus far been unleashed only as an instrument of destruction. Some think that the world in general might have been better off if atomic energy had not been born. This terrific influence certainly should not be underestimated. However, those who see only death and destruction in the crystal ball of the Atomic Age are forgetting a somewhat similar pattern of events over half a century ago when alternating current electricity was introduced.

Many highly esteemed men fought against the new-fangled alternating current which now lights your homes and does your laundry. Newspapers of the time played to the hilt each story of an accident involving the alternating current which now operates traffic lights and illuminates your signs. Cartoonists waged editorial warfare against the power that now turns the wheels of industry.

The trend today is somewhat different. After decades of toying half-heartedly with the idea, American industry has finally made the employee suggestion system an integral part of its peacetime program in order that the man with the ideas could not only be honored, but could be stimulated to produce even more and better ideas for the good of all. In its full dress role, qualified observers believe the suggestion system can make important contributions, both to Labor-Management unity and to operating efficiency.

### BEFORE



Here is South Main Street in Woodstown just after a recent snowfall. The merchants are clearing the snow from their sidewalks but the plows have not been through yet. For results four hours later take a look at second picture.

### AFTER



This view of South Main Street, looking in the opposite direction from the above photo, was taken four hours later. The job of washing away the snow was accomplished by two men. A day or so later dust was blowing on Main Street.

## THE HIGHWAY

May 15-April 1948

## BRIDGE BRIEFS

GEORGE HEFFERMAN

Meeting a bimonthly deadline and a flare for fashioning the "new look" to news that is a little old.

The B.D.C. dinner at Newark was a successful affair and a large audience listened attentively to Commissioner Miller's annual message as well as to talks by Commander Noble and Morris Goodkind.

The Division welcomes Henry Luning who recently joined our force as a bridge designer. Henry, who was formerly with the New York Office of the American-Copper Company, resides in New York, where he devotes his spare time to cattle raising.

Members are invited to attend the B.D.C. Forum to be held Thursday evening, April 1, in the Terrace Room of the Stacy Trent Hotel. Dinner will be served at 6:00. A discussion session will follow.

BRIEFS: John Krieg recently flew to California where he will visit and vacation. . . . George Gordon, the Division's most recent bridge donor, Wilbur Spencer recently participated in a fancy drill of the Royal Rangers at the War Memorial Building. . . . Arthur Leichtenberg knee deep in the job of beautifying new highway bridges. . . . Ralph semi-bachling while Mrs. Truworth in Florida missed a tough winter. . . . Fred Hunter, assisted by John Patrick, John Farry, Loren Shortz and Bill Simon, wrestling with a three bridge design of Route 35 over Route 100 and of vice versa.

Several of the Division's engineers attended the Atlantic City Convention of the Association of Highway Officials of the North Atlantic States. . . . Harry Bergen and Leon Chatten now on Route 25 Parkway with Al Lee. . . . W. Holstrom commuting from Woodbury to Route 25 bridges in Newark. . . . Sam Rankin fully recovered and back on Route 58 in Clifton. . . . Art Steiner while on vacation did some construction work at home. . . . Stue Kenyork writing daily to her son at a Theological Seminary. . . . M. L. Vail, who was kind with his pen during the war to service men, is now supervising installation of electric motors and submarine cables at Beach Thorsfare Route 56, Atlantic City. . . . Recent callers at the Trenton office were "Duke" Williams, Jack Koffler, Al Lee, Curtis Wells and Brearly Whitehead, who has returned to Route 28 at Clinton after a winter vacation.

## Administration Division

BILL WARD

Art Egan attended the recent Credit Union Convention held in New York. Among other features which the Credit Union, through its affiliations, now offers is a mortgage service for home-builders.

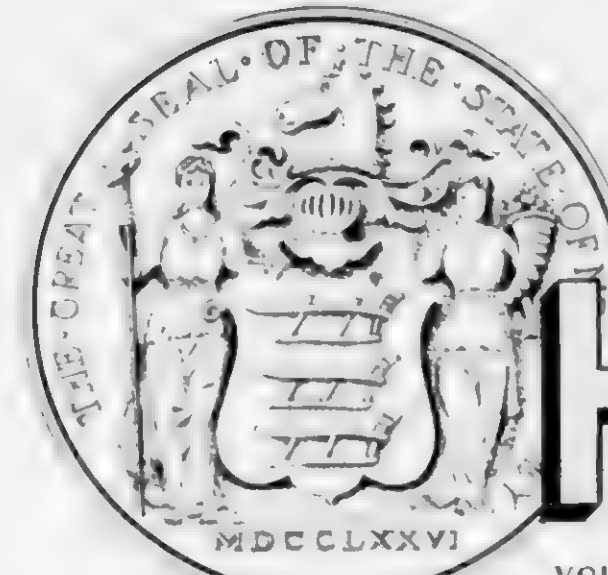
Ed McCordell, affable and popular paymaster, who in 25 years never had been charged with a day for sick absence, finally succumbed to a severe attack of Virus X. That germ was the one thing we know that Ed couldn't talk himself out of.

Leonard Leighton forsook the county hall and followed the wagon trail to Arizona for treatment for an ailment incurred in the war. For a time we all wondered what route he had taken for the postcards sent here were written in Russian. Dictated but not Red.

Elgin Mayer attended the I.B.M. Conference at Endicott, N. Y., and while there sent to this office a huge basket of apples, oranges, and grapes. None of us



(Asbury Park Evening Press photo.) Jack Summers of the Perth Amboy office is also "Slim" Summers of the T. G. T. Ranch, a weekly cowboy and hillbilly feature on Station WJLK of the Asbury Park Evening Press. This program is on the air every Saturday afternoon from 4:15 to 5:00 and has a large following, especially among the younger generation. In the above photo Jack can be seen surrounded by youthful admirers while he strums a tune on his guitar. WJLK's sports director Frank Wilgus is standing in the rear. Summers is also a part-time reporter for the Press.



VOLUME VI — NO. 7

TRENTON, NEW JERSEY

MAY-JUNE, 1948

## A Record of Performance Wins Bowling Title

"Actions speak louder than words," runs an old adage. In more homely language the late Governor Alfred L. Smith used to exclaim, "Let's look at the record." The most effective reply to the question, "How much work has the State Highway Department undertaken since V.E. Day?" is the record of performance.

This is a particularly proper procedure in view of the widely publicized reports of Highway and Public Works Departments throughout the country that their construction programs have been deferred because of the lack of plans or of manpower, the shortage of bidders, the inability to secure materials or the refusal of local officials to aid in the clearance of the right-of-way, particularly when it involves the displacement of persons from their homes.

The New Jersey Highway Department has been confronted with many if not all of these difficulties, yet it has pressed forward not in a spectacular fashion, but toward a goal which is outlined in the comprehensive plan. Urgency of need has been the yardstick that has been applied. With a backlog of work over a period of ten years of inactivity during the war and depression, the highway needs of the State are both many and diversified. Priorities have been established to insure that first things would be done first. At the same time the State has embarked on a new and important program of controlled access highways—parkways and freeways—the backbone of a new system of functional roads of tomorrow.

What then are the facts? Since March 1, 1946, a performance chart recently prepared by the Highway Department indicates that there have been 81 separate projects, both major and minor, which have been either begun and completed or are well under way. These represent a total construction cost of \$45,266,763, which together with the right-of-way costs of \$8,566,520 represents a grand total of \$53,833,282. These projects run all the way from the construction of new sign bridges on Route 25 in the vicinity of the Newark Airport to the new lift span now rapidly rising over the Passaic River between Newark and Harrison to be known as the Stickle Memorial Bridge. This bridge when completed will be an important link in improving the East-West facilities in this metropolitan area of Newark.

A series of significant charts have been prepared by the engineer of special assignments which tell the construction story in a vivid and telling fashion. They disclose, for example, that during the fiscal year 1945-46 there were appropriated a total of \$25,000,000, of which \$8,000,000 were actually let in contracts. The following year the Legislature appropriated \$34,000,000 for highway construction and maintenance; \$20,000,000 of this amount was let in new contracts. Up to and including July 1, 1948, it is anticipated that of the \$48,000,000 provided, \$47,000,000 worth of work will be either completed or under contract. By May 1, some \$32,000,000 had already been under contract.

The significance of this notable accomplishment will be seen when we recognize that this represents the largest dollar volume of work ever expended by the Department and the largest amount of major improvements ever to be made to the primary system. And all of this with a smaller number of engineers than at any period of peak production in the history of the State Highway Department. While on the basis of an adjusted 1926 dollar the year 1930-1931 stands out, it is to be remembered that during those years the Pulaski Skyway was being constructed with a separate division and a large engineering staff with headquarters in Jersey City.

The sum of the matter is this: Taking into consideration the present reduced personnel of the State Highway Department and the difficulties with which materials have been secured in the post-war reconstruction period, the Department has in all modesty made an outstanding record which reflects great credit upon all of the engineering staff who have joined together in this cooperative venture of service to the people of the State.

Spencer Miller, Jr.  
State Highway Commissioner



Commissioner Miller presents Governor Driscoll with the badge used in breaking ground on Trenton Freeway during exercises on April 6. Standing at right is Mercer County Assemblyman Howard Keim. The American Legion color guard is from Trenton Post 93.

## FREWAY CONSTRUCTION STARTED WITH IMPRESSIVE EXERCISES

Governor Driscoll Breaks Ground for Modern Motorway

In spite of intermittent rains, the ground-breaking exercises of the Trenton Freeway were conducted on the afternoon of April 6. Governor Driscoll officially started the construction of the first section of this vital artery when he turned the first shovel of earth on the old canal bed just north of Lewis Street. Commissioner Miller presided at the impressive ceremonies which were witnessed by a gathering of some 500 persons.

## Plan Construction Of Parking Areas

Seven Locations Chosen on Route 25

The Governor in making the formal address declared: "Fortunately, we are now passing from the talking stage and into the working stage of this great project. In all our major cities there is a crying need for more highways."

The Trenton Freeway when completed will represent one of the most advanced steps that have been taken to relieve urban traffic congestion. Not only will it take through traffic from the city streets, but it will serve the city to an even greater extent by affording a limited access highway for local and short haul vehicles.

The impressive program marking the ground-breaking included participation by city and county officials, the American Legion, members of the Legislature and officials of the Highway Department. The entire program was broadcast over radio station WBUD.

## Hurley Named to Suggestion Committee

Charles A. Hurley, acting chief accountant, has been named by Commissioner Miller to succeed the late Marvin A. Howell as a member of the State Highway Department Suggestion Committee. Mr. Hurley, who is president of Mercer Council No. 4, Civil Service Association, brings to the Suggestion Committee a long and intimate knowledge of the workings of the Highway Department.

## Writes on Lecture Series

The May issue of Better Roads features an article entitled, "Group Instruction for Field Men." The author is Julius J. Newmark, special engineer, and the story covers the lecture series which have been held for the past two years.

Preparation of a stenciled book containing the lectures, questions and answers is nearing completion and will be available for distribution before the first of July.

## First 4 Teams Await Playoff Series

As expected for many weeks past, the Equipment team finished in the top spot of the regular season of the Highway Bowling League. It was strictly no contest as far as a close race was concerned until you got into the remaining brackets. Here competition flourished throughout the year. In fact, the final positions were not decided for the fourth and fifth teams until Dick Snyder, the anchor man on Electrical, came up with a split on his final frame. This break placed Machine Shop in undisputed possession of a spot in the play-offs.

Individual and team prizes for last season's play-offs were: High single game: Joe Mizur, 219. High three games: Joe Mizur, 610. High average: Mark Stevens, 17. High team single game: Equipment, 958. High team three games: Equipment, 2,714.

Plans call for members of the teams taking in one of the big league baseball games and electing officers for next season at an annual banquet. Aside from the runway aspects of the race, the season is looked upon as a most successful one. Already plans are under way to guarantee an even better one next year.

## Inspection Wins Playoffs

In the playoff which followed the regular bowling season, Inspection laid claim to the State Highway league championship. Following their elimination of Equipment 2 to 1 and their victory over the Fernwood GIs who had defeated Machine Shop 2 to 1. The final was bitterly fought and Inspection had to go the full five games before the GIs succumbed by a 3 to 2 count. The members of the championship aggregation are: Charles Philhower, Thomas Ettenger, George Engemann, Arthur Nelson, John Toth, Jack Rochford, and Flavin Ireton. Congratulations, Champs.

## 'Singing' Dividers Heard on the Air

WOR Broadcasts Sound of Tires on Lane Separators

World-wide tribute has been given the New Jersey State Highway Department for originality in designs of arteries with built-in safety facilities. The "Singing" lane separators are the latest installations that continue to bring inquiries both from within the United States and foreign countries.

This design has been so practical that a few days ago the Mutual Broadcasting Company made a sound recording of the hum that occurs when cars wheels are driven over the ribbed sections. It was used as a special feature on a broadcast and praise was showered on the State Highway Department for its continuous study of construction to help the motorists.

The latest link in the newly devised lane separators is on Route 6, east of the Route 25 circle intersection.



# THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the interests of its employees

W. CARMAN DAVIS, Editor

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Telephone: Trenton 2-2131 Extension 573

## SURVEY AND PLANS

**FRED C. CLAUS**

**PLEASANTVILLE**

John L. Beckley

Stage of construction on Route 8 in Wildwood by Eastern Light Engineering Company and Route 45 Salem by J. K. Williams has caused quite a strain on the personnel of this office. Ed Baud has been assigned to inspection in the Wildwood work and Gene Gillette and Herb Thomas to inspection on the Salem job. A survey party is assigned to each project. Work will begin in earnest on the Wildwood job with the arrival of the dredge "Brightwing" of the Eastern Engineering Company.

The "marriage bug" seems to have done a lot of biting recently with Leland Busby's daughter, Mary Lou, making the big step. John Garofalo followed the same time, being transferred to Institutions and Agencies at Skillman, where both he and his wife are employed. Not to be outdone, Charles Schack took unto himself a mate. This leaves only Georges, Patton, and Schreder, who seem to be immune to the bite.

Larry Oliver is sojourning in Louisiana on leave of absence. He is settling up the estate of his sister who passed away recently.

Please note that Cliff Somers has succeeded in revivifying his Willy, which was in storage for some time and is now seen touring the highways.

Albert C. Carson, age 40, of Sheer and Carson, general contractors, formerly employed as Junior Engineer in the Department, died suddenly as the result of an accident while working on a sewerage project near Cape May. This happened of recent date. He is survived by his wife and two children, aged six and nine. His untimely death comes as a distinct shock to his many friends throughout the State.

### UPPER MONTCLAIR

Frank Spagnola

Resigned: Eng. Aide H. C. Barber on March 31.

Resigned: Jr. Eng. J. L. Artale, Jr., on April 5.

Resigned: Eng. Aide A. G. Lucin on April 15.

Hired: Map Draftsman Chester Maciejewski on March 29.

One for three; not so good for the home team.

Jack Evans (from Trenton office) visited us not long ago and almost lost his tool chest. Ask him about it, or ask Harold Weiss, or Ray Simpson.

Steve Bubier and survey party helped Tony Marino and party finish some "hurry-up" cross-sections along the Palisades for the future Parkway. After the Secaucus atmosphere, the Palisades job sure was a sweet relief. Hey, gang?

Asst. Engineer Tony Fucca is wearing a ten-year pin. It's about time.

Frank Podwyzynski (6 ft. 4 in.) looks taller each time we see him, and his buddy, Paul Shidlowski, certainly is cooking to a nice sun-red tan.

Carl Hansen is working with Bubier, replacing Al Dynes who is now with Bill Kunzler on the Rt. 2 Secaucus job, and Bill Schoenwald's new assignment is with Chief Gornitzky on the Rt. 17 widening job.

Al Dynes, incidentally, was out sick for several weeks. Glad you're back, Al.

## THE HIGHWAY



A view of the 8-lane section of Route 25 between Elizabeth and Newark showing the initial stages of center island planting to cut down the headlight glare from approaching vehicles. The shrubs are oriental holly which keep their leaves throughout the year, thus affording glare protection even in the winter.

Urbach and family have been on a vacation trip. Harry and Helen will reside in Mine Hill.

Lt. Col. Braybrooke, district engineer, was on a military leave of 16 days duration. He was on active duty at Edgewood, Md., until the middle of May.

Charley Loveland, who has been making frequent weekend trips to Boston, Mass., recently returned with a new car (Nash). We must admit that Charley had us completely fooled as to his sudden interest in the New England area.

**NEWARK**

Ralph M. Perry

Practically everyone in the Newark Office went to the West Side High School on May 4 for job exams and after sitting six hours in such cramped quarters at children's desks a number of fellows felt that they might just as well remain in school.

**WOODLYNNE**

Bill Hurley

J. A. Williams' office has taken on the new look in the person of Mrs. Cora Cameron, who for years was auditor for the Camden office before going to Trenton. Welcome back, Cora.

M. L. Nevius, assistant engineer, Highway, has resigned and taken employment with the Texaco Oil Co. This makes a total of nine men who have left the last two years to take more lucrative positions in private industry.

After attending a dinner party at the Hotel Walt Whitman on April 21, Jim Flynn drove to his home in Merchantville and as he opened the door of his car was met by a shower of fists in his eyes. Two thugs bent him about the face and head until he lost consciousness and then robbed him. Jim's eyes were closed for several days. He is recuperating at home and we hope he will be back to work by the time you read this.

Frank Shoemaker moved his equipment into a building owned by the YMCA at Baird Avenue and Route 25 to take charge of the construction of the overpass at that intersection. It was also the headquarters of Relief for Palestine. Several of Frank's cartons were promptly hoaxed and shipped overseas. Just how they will be used in Jerusalem is the \$64.00 question.

We are hoping for the speedy recovery of Howard Menk, who has been confined to bed for the past week.

At last John Gerecke has moved into the new house that he started to build over a year ago. We are anxiously awaiting the housewarming.

**CRANFORD**

James Hyde

We welcome William Reimer, senior engineer, and Leland Smith, engineering aide, to the Cranford office.

Fred Lentini, engineering aide, who recently started with the department, has resigned to take other employment.

Harry Bonitz was married on

On Saturday, May 8, the examination took a sudden twist. It was no longer necessary to speculate as to what questions would be asked. We knew. All that remains now is the publication of the results.

Tom Cunningham is at home recovering from an appendicitis operation.

Frank Lowallen is doing a good

## Maintenance Notes

CHARLES J. DOHERTY

A few of the boys from the Maintenance Division office paid a visit to Gene Beckner recently and report that he is coming along very nicely. He must now be feeling pretty well because the boys say that during the course of their visit, Gene, instead of being in his accustomed place inside the building, was outside walking around the grounds acting as "sidewalk superintendent" on a re-surfacing job the Department was doing on the institution's roads. This certainly sounds like very good news.

The Maintenance Division welcomed the addition of a new stenographer, Doris DeCarlo. Her presence considerably brightens our office and it lends that "new look." It really is remarkable how much activity has sprung up on Route 221 since Davis' arrival. Could be purely coincidental.

Looks as though Norm Horner really pulled a fast one on Ken Kraft this time, and on April 10th and Norm had gone over to the State House Cafeteria for lunch that day and, among other things, had ordered pea soup. Upon seeing the soup, Norm got an idea. He sent Ken over to get some water and, during Ken's absence from the table, he (Norm) then proceeded to add quite a generous portion of sugar to Ken's soup. When Ken remarked that his soup tasted very sweet, Norm replied that there was nothing remarkable in that, as he (Norm) had ordered sweet peas for Ken.

We are glad to report that Jack Stanley, Willard Mealy and Jack Fulton are now back on the job after having been off sick for quite a while.

Russ Geller recently took an automobile trip to Florida for a few weeks and the result of an injury received while getting out of his car, will be back on the job soon. Mike Lanzetta talked to him recently and says that Joe is well on the road to recovery and, within a month or so, should be back to work.

We are all hoping that Joe Vizzini, absent now for over a week due to a sudden twist, will be back on the job soon. It was no longer necessary to speculate as to what questions would be asked. We knew. All that remains now is the publication of the results.

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One of the jurors who could not be convinced that Mayor Connolly of Trenton was guilty as charged in the Beauty Culture Board scandal was Ken Emmons. He voted for acquittal on the first ballot.

Well, well, of all things... after boosting G. M. products for over 25 years, Willard Emmons has bought a 1948 6-cylinder Ford and swears by it. Charley Jones is now busy trying to get his (Willard's) mind set on a Lincoln and, according to all reports, progress is being made. Al Rust still prefers his Chevrolet.

In addressing Morgan VanHise, a proper salutation is "Grandpop." On March 22 his son, Bill, and wife became the proud parents of a 7-lb. 9 oz., baby boy born at Mercer Hospital. Mother and baby are now at home and doing fine. Papa Bill and Morgan both weathered the ordeal after a few trying hours.

Al Szombaty, one of our mechanics who has been without a car since his return from Army service, finally located one within his means. He is now busily arranging week-end fishing parties for the summer. Of course the transportation will be in Al's car. So come on over, Fernwood fishermen, get aboard.

Job coaching the Ewing Township Junior American Legion team for Post 314, Carman Davis is the team manager. Frank will be remembered as quite a pitcher in his day, both with the Central Jersey League and as a star on the old Highway aggregation.

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## Your M. C. presents—THE LADIES... Bless Them



Lavinia "Vinnie" Beckner, after a long illness, has been able to return to work. She is pictured here with her family.

George Dederick has installed a new set of scales in his office. How many does he intend to weigh?

Charles A. Hurley gave a talk on the subject of "The Highway" to the members of the Highway Club. He was well received.

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## ELECTRICAL FLASHES

JOSEPH MAHAN

It is with deep regret that we report the sudden death of Jeremiah O'Brien, operator on the Route 25M Passaic River Bridge, who was struck by a car and killed on April 26 while in the performance of his duties. Mr. O'Brien came with this Department on January 1, 1934, and his sudden death is a shock to his best of friends both in and out of the Department.

ON AND OFF THE SICK LIST

Norman Lewis, electrical mechanic now at home recuperating from an operation; J. W. Eades, minor highway engineer, now sick on the job following lengthy illness and doing very well; Bill Rasmussen, Joe Hunt, Andy Snellgrove, William Cavanaugh, who have recovered from various minor ailments and are now back hale and hearty.

Charles Curtis, Alex. Dickson, Al Wilson and Ralph Stouffer, bridge operators, are still on the sick list, but we hope they'll be back in shape soon now that spring seems to be really here.

Welcome to the new electrical draftsman: Bob Fine, and the rasmanskys boys, Frank and Steve.

GOOD NEWS! John Kilpatrick, of the Trenton Office, has at last purchased a residence on Bordentown Road and expects to move in about June 1; and now Frank Harris and Walter Shaetz, who work out from Fernwood, are looking around hoping to do likewise. Good luck, boys, but it's a rough assignment.

Tony Russo, of the Trenton office, left for Fernwood on May 12 to take up his new duties in Building 20.

**LABORATORY LINES**

PEG BEATTY

Cu-workers of Jack Carpenter sincerely hope for his continued improvement as he resumes work following an illness of two weeks.

Fishing again has captured the interest of our men, boys and girls too, as that season fast approaches. We wish them a heap of luck on every trip.

John Henry is leaving in June for a two months' trip to Ireland and the missing John as we do, we feel quite sure that a visit to the Blarney Stone is on the itinerary.

Our best wishes go to Helen Lansing as she resigns to take up another career, "her family," which was recently augmented by the arrival of a daughter.

George Hutchinson, as a member of the State Employee Council Committee, is to be commended for the time and effort he devoted toward helping to effect a salary increase for State employees.

We are happy to have with us again Fred Forrest, who has been on the sick list for several weeks, part of which time hospitalization was necessary.

Johannesson Returns

After a six months' leave of absence, during which time he basked in the Arizona sunlight, Sigvald Johannesson returned to his desk at 148 W. State St. The Planning and Economics chief looks brown as a berry and completely recovered following his rest.

REPORTING IN THE LAST ISSUE

of THE HIGHWAY on Woodstock's unique snow removal method, Walter Reeves was referred to by the mayor. Walter writes to say that he is not in politics and never has held that exalted position. Reeves says, "I only lend a hand to the good citizens of our town and those who run it in an effort to keep it up and coming."

**CORRECTION**

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**Museum Exhibit**

The New Jersey State Museum is currently featuring a traveling exhibit entitled "The Story of the Atom." It was produced by Life Magazine in cooperation with the Atomic Energy Commission.

On Thursday, May 13, Commissioner Miller spoke before the Massachusetts Highway Association in Boston. The subject of his talk was "Freeway Construction in Urban Areas."

The bridge force wishes to express its sincerest sympathy to the family of the late Bert Heron. His passing was a distinct shock to his many friends in the field and in the office. Al, or Bert, was inspected for the division for more than twenty years.

BRIEFS: Bill Campbell resigned on May 7 to join the Johnston & Johnston Company. A. P. Cabrens and Marcel Lunday are noon hour lobbyists at the State House. A. E. Lee confined to bed by illness. J. J. Krieg taking over Rt. No. 4 Parkway, Section 5-A. M. L. Vail, Rt. No. 4 Parkway, Section 5-A. Jack Sheenan, masterminding Route No. 26 Extension here in Trenton.

Jack Koffler with Gabriel, Charles Spence with Krieg, Lawrence Sperry, T. J. Allard, M. D. Anderson and W. J. Birks welcome to the division forces.

A. J. L. at N. A. S. S. in N. Y. C.

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The old horse with the twisted right foreleg is waiting to be destroyed by State Police after breaking through the plank on the Maurice River bridge at Millville. The dejected old man on the extreme right is Jack Vanevar, his owner, and Captain Harry Klawitter of the Millville police force is holding the horse. Through prompt action on the part of the Highway Department, this accident produced a happy ending.

## FARMER'S HORSE BREAKS LEG — UNUSUAL SETTLEMENT FOLLOWS

Prompt Action and Inter-Department Cooperation Produce Quick Results

On April 16 an old horse owned and driven by Jack Vanevar of Millville broke through a plank in the flooring of the Maurice River bridge and broke his leg. This accident, which resulted in the horse being destroyed, was but the beginning, however, of a nice little story. In brief, it runs something like this.

Vanevar is a very old man, 82, to be exact—who lives with his wife on the outskirts of town. Here he manages to make a living by cultivating a small piece of land and selling his garden and dairy products in Millville and nearby Bridgeton. His sole means of transportation, so necessary to his livelihood, was the horse he lost.

Upon receiving word of this accident, the Compensation and Claims Office dispatched Dick Snyder to check the facts. His investigation disclosed the State's moral responsibility beyond any doubt as well as the necessity of making immediate adjustment of Vanevar's claim. That same night Snyder was relating the story to a friend employed at the Bordertown Prison Farm and was informed that replacement might possibly be made from the farm's stables inasmuch as plans were in effect to mechanize all farm equipment and sell all horses.

The following morning the matter was referred to Commissioner Miller and Deputy Commissioner Francis Gerry of the Department of Institutions and Agencies. It was decided that since the horses which were to be sold would bring small amounts in today's market, the State would save money if one of them were turned over to the Highway Department for delivery to Vanevar.

The next problem to be settled was the matter of getting the horse to Millville. This detail was turned over to the Equipment Division. At the Fernwood Service Station under the expert supervision of Bob Ettinger and Frank O'Brien, whose experience with equines goes back over half a century, a rack-body truck was fitted out and dispatched to the prison farm.

At Bordertown a touch of drama entered the story, for here friendships of long standing were to terminate. The horse selected for delivery to Millville was named Harry, and he was one of a team that had worked together under the same driver for ten long years. This driver, an old colored inmate, had grown to love the horses more and more with the passing of time, and it was hard for him to believe that his four-footed friend was going out of his life forever. That is why he stood by with tears streaming down his cheeks as Harry was loaded into the truck. The horses, too, seemed to know that this was a final parting for they neighed back and forth until

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## THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the Interests of Its Employees

W. CARMAN DAVIS, Editor

Contributing Editors: James O'Rourke, Fred C. Claus, Elmer L. Meyer, Fred Healy, J. M. ...

Publication Office: 148 West State Street, Trenton, N. J. Telephone: Trenton 2-2131—Extension 573

### THERE'S A RIGHT WAY TO DO IT

by watching him perform a simple task. A common point is the manner in which an expert can remove or replace a catch basin cover. The skilful manipulation of a pick or hook does the job correctly—and in a few seconds. Quite a few of our maintenance men do not know the correct method of performing this simple task as demonstrated by the fact that seven cases of damaged fingers and toes have been reported so far this year.

Investigation has disclosed that this operation does not require brute strength; it is simply a matter of getting the knack of the thing. As Foreman George Beatty pointed out, you place a pick or hook under one side of the cover, pry it up a little and slide it out. To replace it you simply slide it back in place. It is as simple as that. You never have to lift it up bodily, nor permit your fingers or toes to come in contact with the cover. Neither is it necessary to hand it on end or turn it over. You merely ease it out. The men who understand and perform the operation correctly never strain themselves or crush a finger or toe.

This is but one of many jobs that can be performed in a right or wrong manner. In each case the experienced worker knows the correct way to do it. But it is not enough for just the experienced men to have this knowledge. The newer men must also be advised as to correct procedure and there is no better way to acquire this know-how than to ask the man who can tell you—the experienced worker.

It is well to remember that every man's safety is of prime importance to the Highway Department. For each of you is as important in your particular job as are Commissioner Miller and Commander Noble in theirs. Since the size of our work force is fixed, your enforced absence means a job undone, or double work for someone else. Every man should be safety conscious at all times. Each of you is an important cog in a very important machine—the State Highway Department.

Safety Committee  
Charles I. Levine  
Chairman

### SURVEY and PLANS

FRED C. CLAUS

#### UPPER MONTCLAIR

Frank J. Spagnola

Re: Radio News Broadcast of "the singing-lane" on Route 6 in Clifton. The last edition of THE HIGHWAY had an article about the WOR radio news broadcast of "the singing-lane" separator on the Highway is now using. As a sequel to the story, may we add that the news was transmitted from Route 6 in Clifton, and the State Highway Department was represented by Assistant District Engineer Herbert K. Englishman. Mr. Englishman was called upon to add a few words to the broadcast about the "singing-lane," and committed himself like a veteran news-commentator. As a nice gesture, the WOR Radio System presented Mr. E. with a fine recording of the broadcast.

Woe is us—our gang really has gone through the proverbial shuffle lately. Adrosko was returned to the Newark office in exchange for Palkowetz, Vogel, Dyane, Stivali, and Maciejewski are now with the Construction Division. On June 1st Tony Marino, principal engineer, was transferred to Construction to handle the Palisades Interstate Parkway Grading Project; two days later Irving Urbach followed him to be his office-man. Sr. Engineer Di-Giacomo, now has the assignment for all the survey work on the Palisades Parkway job. His party consists of Amento, Pappaceno, and Kowar. Kunzler's party on the Rt. 3 Scenic Route Relocation is 50% new—Rigasio and Dougherty (2 new men), and old-timer Della Torre. Demare's party was reduced to Fuca and Podwysinski for a while, but Kiminski, a new engineer aide, is also with them for the time being. Bubier and party are assigned to construction layout on Rt. 33, Sec. 3B Paving. He lost Bob Van-Zee who resigned July 13th. Promoted Geo. Bramson or David Brandley (2 new engineering

#### NEWARK

Harry S. Stover

The "chief," Howard Rigby, is spending a quiet week's vacation at home, making repairs around the house, one project being the rebuilding of the front brick steps. At \$3.25 an hour, a nice trip could be taken on the savings. Let's see your union card, chief!

Mrs. Kilgariff, secretary to Mr. Rigby, recently spent a pleasant week at Avon-by-the-Sea, as a second honeymoon. She says it was better than the first.

Geo. Link is spending a restful (?) vacation getting his "in-laws' cottage in Middletown, New Jersey, ready for summer use.

Bert Vreeland enjoyed part of the July 4th weekend at Asbury Park. His chief complaint was the

## THE HIGHWAY

### SCHOOL CHILDREN VISIT PARKWAY



The children of the New Jersey State Highway Department are visiting the Parkway. The children are being shown the various features of the Parkway and the work of the Highway Department.

Harold Lange is getting to be a Jack of all trades. His carpentry, painting, plumbing, and masonry are all up to date. He is a very capable man and is a great help to the Highway Department.

Personal changes since last issue: Bred: junior engineer, Highway—Joseph L. Artusio, Jr. and Solomon Stotnick. College students: summer employment—junior engineer, Highway—Howard L. Goldberg, Lewis Schindler, and George C. Hoffman. Farris A. Smith, Transferred to Construction Division, junior engineer, Highway—Joseph P. Androsko, Milton S. Greitzer, William P. Yetman, and Joseph J. Palkowetz. Resignation: an engineering aide, William McCue Jr., Richard C. Burnett.

PLEASANTVILLE  
John L. Beckley  
Cliff Somers' face was just a little red the other day when waiting for quite some time at the corner to be picked up, he realized that he had the car at his own home. He must have taken the but for he has since been fitted with a new pair of bifocals.

Business is picking up again at the Home Plate Restaurant where some of the boys have been eating. The answer seems to be that for some reason or other the comely brunette waitress who was very conspicuous by her absence for a few days is back at the old stand.

Gene Gillette had quite an exciting time when a gasoline stove caused a fire in his kitchen. The last we heard he was cooking on a borrowed oil stove on the back porch. This bit of bad luck is somewhat offset by being able to ride in a 47 Fleetline Chevrolet he has just acquired.

John Tinney is slowly succumbing to the lure of that new 49 Ford and it will probably not be long before he breaks down and goes after one.

Alan Feldman of Atlantic City has been assigned to this office as junior engineer for summer employment. He is a student at Penn State College and has completed his third year of a Civil Engineering course.

Larry Oliver has apparently made his leave of absence permanent. He must have liked that Louisiana climate or something.

TRENTON  
Alex Choh  
Greetings to Frank Schmidt and Rowland Kreuger, new additions to our drafting room forces.

Kyle Totten, sufficiently improved to undertake certain assignments at his Flemington home.

Welcome to Mary Mangine, recently returned after a leave of absence.

(Free ad)—If it's old clocks you have for sale, see Rudy Vogel.

"Skipper" Jerry Osborn taking

### Construction Comments

#### CENTRAL DIVISION

Walter Fawcett

Mike Boss  
George Riker and John

Dean  
Palumbo (Massachusetts)

Henry Worthen  
George Deter

Harry Brown  
LeRoy Gabbett

J. E. Dederick  
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### Your M. C. presents— THE LADIES... Bless Them

Helen Canan

Margaret Anderson, Marion O'Hara, Wanda DeAngelo, Paul

Kondra, Mary Harris, Lillian Hupp, Ruth Mill, Mary Mangine,

Edith Toth, Emilia Andreoli, Claire Cangelosi, Marie Walsh,

Pauline Wisland, Viola Gallagher, Claire Lascioni, Florence Miller,

Edith Farr and Helen Tallon

LaRaine Birch, of Compensation and Pensions, Office of Engineer

Mrs. Zol Dobson on Saturday, July 10th. The ceremony was per-

formed at St. Anthony's Church at 11 o'clock. Following a recep-

tion held in the afternoon, LaRaine and Zol left for a tour of

the New England States. In June, LaRaine was tendered a dinner

party and presented with a gift as the Glendale Tavern in honor of

her then approaching marriage. Her hostesses included Betty Le-

vis, Kathryn Laughey, Mary Keler, Marion Hester, Helen Tal-

lon, Rita DeVaner, Florence King and Margaret Gibbs.

The newest addition to the Right of Way Division is Marion Shestko, who not only has aspi-

ration along with fashion advertising, but could also very well serve as an inspiration. If you

question these us, look for yourself.

Although Elgin Mayer's "Con-ces Club" had a somewhat delayed official opening this season, the

members have been losing no time in getting acquainted. On Thursday

evening, the regular habitués, had dinner and rode the subway to

the Stadium. He arrived in the middle of a torrential downpour,

turned around and came back to Trenton. Friday, Frank, a de-

termined guy, applied for a week's vacation, packed his bags, and

drove to New York. When asked what he thought of the encounter, he said—and quote "End of

quote."

Old river pilots are still talking with respect of Dave Rodman's navigational skill. On a clear

moonlit night, Dave guided the S.S. Wilmington Belle from his

pier to a point some fifty yards out in the middle of the Delaware

where, for three hours, it rode safely through a mild breeze and

then Dave, without the loss of anyone on board, brought it safely

home. Dave is quite modest about the whole thing pointing out that he has followed the water all

his life.

Mr. and Mrs. Frank Suchocki are the parents of a son, their first, born in June. . . . Charlie Walker has been acting as pay-

master during the illness of Owen Rogers. . . . Frank Torkewitz spent an afternoon driving through

Camden and Burlington counties. Aftable as ever, Frank waved to

all the policemen along the road and, just as affably, they waved

back. When he reached home, Frank found that he had been

traveling all that afternoon without license plates. . . . Frank La-

comchek is spending most of his evenings painting the house of his mother-in-law. We repeat, . . . Frank Russo (is everybody named Frank?) is

an accomplished musician and holds a card in the musician's union.

## THE HIGHWAY

### ON HIGHWAY INSPECTION TOUR



On July 14th members of the Joint Committee on Highways of the Legislature made the southern New Jersey tour of construction projects accompanied by Commissioner Miller, State Highway Engineer Noble and Asst. Highway Engineer Edward W. Kilpatrick. They are shown as they inspected the J. R. Williams job on Route 45 in Salem. From the left are: Senator Alfred B. Littell, of Sussex, chairman of the Senate Committee on Highways; Senator John M. Summerill, president of the Senate; Assemblyman Stephen J. Bator, of Essex; Assemblyman Peter B. Hoff, of Salem; Eugene Gillette, engineer in charge; Commander Noble, Mr. Kilpatrick and Assemblyman Howard S. Keim, of Mercer.

### Michael H. Boss

Michael H. Boss, 47, of 167 Foster Ave., Trenton, was killed instantly in an automobile accident on June 10th at the intersection of Route 48 and King's Highway in Shapellon, Salem County. He was returning to Trenton in a car driven by Eugene Riker and in which John T. Deane of Penn-

### BRIDGE BRIEFS

WILBUR SPENCER

On June 19th the Bridge Division held its annual outing at Fred Dileo's camp in the pines at Browns Mills. Boerl ball, quarts, and, hot sausages, hamburgers, were enjoyed by all. Because of the weather only twenty-two were in attendance.

We of this Division welcome to our fold four engineering aides: Anthony F. Santanelli, Rutgers student, from Trenton; James H. Weisel, a former Annapolis midshipman, from Frechtown, N.J.; a student at Princeton; Baird W. Whitlock of Highland Park; and Philip H. Burch, Jr., from Trenton.

Among those on the sick list we find Fred C. Dileo, having been extracted; Chester Smith, recuperating from a serious operation; and at present doing fine; Wilbur Spencer, with a special dose of oak and ivy poison.

Briefs: Arthur Lichtenberg and Sven Hedin recently made a tour of inspection of bridges under construction. . . . George Hefferman resting in a wheelchair at his Washington Crossing home watching his neighbor doing his chores. . . . Sven Hedin is building an elaborate sunken garden and outdoor doggie roaster in preparation for the usual housewarming party. . . . David Lawche has developed into a gentleman farmer with a good tan. . . . Marcel Ludyas expects to leave for the shore soon for a couple weeks' rest. . . . Robert Simon is still the faithful watchdog of the treasury, continually getting into the committee's hair. . . . John Patrick is a grandfather again—new arrival last week. . . . John Furry always the same, still plugging away. . . . Charles Fox has become quite a Bordentown baseball fan, seldom misses a game. . . . Paul Gabrenas recently returned from a few days' trip in Massachusetts. . . . Harry Lofferson left for the Yellowstone National Park on a vacation in his new Pontiac.

### PROBLEM

A man drove from his home to Newark at an average speed of 20 miles per hour. He remained in Newark one hour and then drove home over the same route at an average speed of 30 miles per hour. How far is it from his home to Newark. Answer on another page.

### ELECTRICAL FLASHES

JOSEPH MAHAN

Tony Russo, of the Fernwood office, recently spent a week's vacation at his home in the Jersey shore.

Robert Kuford, bridge mechanic, was married on July 2 to Miss Doris Knowles of Kewport. Congratulations, and may all your wishes be fulfilled.

Marvin Puhemus, electrical engineer, a brother of thoroughbred horse racing, recently won a race from Coshueton, Ohio, to Belmar, N. J., with his "Belle of Belmar." The winning time was 3:04.22 seconds per minute.

Believe it or not William Crawford, recently retired chief operator of the Rt. 25M Hackensack River Bridge, now residing at Breton Woods, just recovered from a 3-week attack of mumps!

ON THE SICK LIST: John Irons, Sr., and Arlington Wilson, bridge operator; and Andy Lascioni, Frank Walsh, of the Fernwood forces.

Welcome to Carl Bechter who has just come with us as building maintenance worker. And welcome back to Hank Johnson, electrical foreman, who has recovered from a long spell of illness.

Jack Snyder, electrical mechanic, is taking golf lessons from Russ Cook of the Fernwood Stock exchange. It is reported that Russ is as well qualified to give lessons as Snyder is to receive them.

W. J. Kerwin, bridge operator, reports an unusual occurrence in the following letter to Russ Henry, his supervisor:

"Dear Russ:

We have a piece for the Highway News, Tommy McGuire (bridge attendant) was walking along the bridge and the Senecaus Police wanted to pick him up as a crazy person. One had escaped from Hudson County Mental Institution, and Tommy fitted his description. Joe Drowdzewski (br. oper.) had to identify him or the cop would have taken him in.

Honest, it's true!

As ever,

W. J. KERWIN"

REAL ESTATE REPORTS

HERMAN KRAMER

George Maul, a graduate of Hamilton High School, has now started with the Title Bureau as a file clerk. George is a handsome six-footer and the girls already are swooning.

Marion Shestko, a graduate of Bordentown High School, and an attractive blonde, has recently joined the office force of the Right of Way Division as a clerk stenographer. Marion is replacing Bertha Cunningham who recently resigned to take care of her infant son.

Ann Manion is visiting her brother who is convalescing at a hospital in St. Augustine, Florida.

June Mains took her first airplane ride recently with her boyfriend.

Tom Stewart is vacationing at Swarthmore, Pa., where he is taking an appraisal course at the American Institute of Real Estate Appraisers.

Ray Birch, Ralph DelMargio, and Jack Whitehead spent July vacations at Seaside.

We are glad to learn that both Mr. John W. Ayman and Mrs. Adrian C. Lincoln are recovering from their illnesses.

George Digby, who recently resigned from the Right of Way Division, is now with the Prudential Life Insurance Company.



## THE HIGHWAY

### FERNWOOD STORE UNDER NEW MANAGEMENT



Commissioner Miller congratulating Joseph Smith, blacksmith, who is about to make the first purchase from the store in the main building at Fernwood. Many others in the assemblage that attended the opening exercises will be readily recognized. Joseph Dietrich, the proprietor is standing behind the counter.

## FERNWOOD'S FRIENDLY GESTURE LAUNCHES BUSINESS CAREER

Flower Fund Committee Turns Concession Over to Joseph Dietrich

On Tuesday, July 13th, a business enterprise was launched at Fernwood with appropriate ceremonies. Perhaps it might be more accurate to state that a long established business entered new hands, for on that date the men of Fernwood turned over to Joseph Dietrich their refreshment concession which for many years had supplied the funds for flowers in the event of death to fellow employees or members of their immediate families. This change of management received the wholehearted support of Commissioner Miller and the Flower Fund Committee, for in case you don't know the details, Joe Dietrich is blind.

On the day in question the ceremonies were brief and to the point. Commissioner Miller was presented by Benjamin Hancock, who spoke on behalf of Fernwood. In his remarks the Commissioner paid tribute to the large gathering for their unselfish action in relinquishing the concession to a man who, though handicapped by the loss of sight, had the ability and training to successfully operate a business of this kind. He spoke glowingly of the fine work being done by the N. J. Commission for the Blind in making it possible for those so handicapped to earn their own living as a result of efficient training.

As a culmination of the ceremonies Joseph Smith, blacksmith, who for the past fifteen years has made the first daily purchase at 7:30 each morning, stepped up and bought his customary package of Beecham chewing tobacco. He had a few anxious moments prior to this when he heard Commissioner Miller refer to his regular early morning purchase as Beecham chewing gum.

**Victim of Freak Accident**  
Joe Dietrich is thirty-one years of age. He is the kind of a fellow that Fernwood will accept as one of its own for his ready smile and cheerful manner are guaranteed to make many friends. Joe was not always blind. In fact, he was an outstanding baseball pitcher as late as 1937 when he played in the City League. It was in a league game along about the seventh inning that he took his position on the mound set on projecting a slim 2 to 1 lead. He reached down for the resin bag and straightened up never to see again.

During the war Dietrich worked in a defense plant in his native city of Trenton and more recently has been taught to handle a concession of the type at Fernwood by the N. J. Commission for the Blind. This same agency made the initial installation for his small store as well as supply-

## EQUIPMENT ITEMS

JAMES O'Rourke

Congratulations to Mr. and Mrs. Merion Lawrence who celebrated their 25th wedding anniversary on June 19th. Also to Mr. and Mrs. John Rochford who celebrated their 32nd wedding anniversary on June 29th.

The stork stopped off at Mercer Hospital and left a baby boy to Mr. and Mrs. Al Gots on May 10th. Mother and baby are doing very nicely.

Clarence Becker celebrated his 46th birthday on May 25th by winning \$800.00 in a draw pool at St. Anthony's Church here in Trenton.

Pete Radice spent part of his vacation, the week of June 21, attending the American Federation of Labor Convention at Columbus, Ohio, as a delegate from the Mercer County Federation of Musicians.

Ed McCabe suffered a painful eye injury at Fernwood on May 20th when a piece of steel became imbedded in his right eye. Attending physicians are hopeful of saving Ed's sight. Best wishes for a complete recovery.

## CREDIT UNION

Individual Loans Increased To \$300 by Credit Union

The directors of the State Highway Credit Union have taken advantage of recently passed legislation to extend the amount of money which can be borrowed by members on their own signature to \$300.00. This action was taken in order that members can have the maximum benefits granted under the law at low interest rates.

Prevailing rates of interest are 1% per month on the unpaid balance of \$100.00 or less, and 1 1/2% per month on the unpaid balance exceeding \$100.00. Under these rates a \$300.00 loan would cost \$15.00 a year in interest charges. Deposits up to \$500.00 may be made at any time, but after any individual's total on deposit equals that figure a limit of \$50.00 per month is placed on further deposits. During the past six months the Highway Credit Union paid a dividend of 2 1/2% to all members. Applications for membership should be referred to J. A. Kilpatrick, treasurer, 150 West State St., Trenton. The Credit Union celebrated its 5th anniversary on May 28th.

**Answer to Problem**

24 miles.

## Maintenance Notes

Charles J. Dehery

Russ Geller of the Maintenance Division has been assigned to the new camp at the National Guard and 1947 training among the former being our own Norm for a two-week training period. Norm says he is really going to get in some serious training this time, as he wants to cut down on that wasteline.

Fleanor Elston, file clerk of the Maintenance Division, has been assigned to the new camp at the National Guard and 1947 training among the former being our own Norm for a two-week training period. Norm says he is really going to get in some serious training this time, as he wants to cut down on that wasteline.

It seems that the exodus has started for the summer training camp again. A lot of the boys will be off to get that National Guard and 1947 training among the former being our own Norm for a two-week training period. Norm says he is really going to get in some serious training this time, as he wants to cut down on that wasteline.

Doris DeCarlo, the latest improvement to the Maintenance Division, says that she likes to go for canoe rides. After giving her some friendly advice about the dangers of canoe riding, we think the following couplet might be appropriate:

If cold water turns you blue,  
Don't ever neck in a canoe.

We regret to report the termination of Jerry Cahill's services with the Department. After an extended leave of absence, Jerry decided that he might be better off seeking other fields. We wish him the best of luck in whatever he undertakes. Jerry had been with the Department since 1929 and was well liked by all who knew him.

Our sympathies are extended to the family of Lester Johnson who died during the early part of June. He had been employed with Foreman Behn's gang and had been with the Department since 1935.

We also want to extend our sympathies to the family of Benjamin VanOrden, who died last month. He had been with the Department since 1942 and still later visited construction projects in South Jersey.

## AT ROADSIDE SURVEY LUNCHEON



The second annual Roadside Survey Luncheon was held at the Carleton Hotel in Trenton on July 15th. As was the case a year ago, this affair was sponsored by the New Jersey Federation of Garden Clubs. Commissioner Miller presided on this occasion and in the above picture he has just presented Commissioner of Motor Vehicles Arthur V. Magee. Others from the left are: Mrs. A. J. Sullivan, president of the Garden Club of New Jersey; Mrs. Laurence Wilson, Mr. William H. McDonald, chief of Bureau of Local Health Administration, and Commander Noble.

## PLANNING and ECONOMICS

WERNER SONNTAG

Bob Nolan of the Planning Division has been assigned to the new camp at the National Guard and 1947 training among the former being our own Norm for a two-week training period. Norm says he is really going to get in some serious training this time, as he wants to cut down on that wasteline.

George Mondas is spending his vacation at the new camp at the National Guard and 1947 training among the former being our own Norm for a two-week training period. Norm says he is really going to get in some serious training this time, as he wants to cut down on that wasteline.

George DeHahn, chief of the Planning Division, has been assigned to the new camp at the National Guard and 1947 training among the former being our own Norm for a two-week training period. Norm says he is really going to get in some serious training this time, as he wants to cut down on that wasteline.

Now that the exams are over at Rider College, Ralph Vanaman, a hot jazz fan, is relaxing by spending a number of his evenings at the jam sessions in Philly. Rejoicing, did you say?

We welcome the following new employees to the Trenton office: Sanford L. Bates, Louis S. Rice, W. Richard Foster, and Robert H. Schwoebel.

The office takes this opportunity to send their regards to "Smilin' Sam" Guidotti who has been loaned to the Newark office.

Charles Hurley, Jr., has been transferred to the Maintenance Division as a result of having passed a recent Civil Service Exam. Good luck in your new work, Charlie.

## GOVERNOR DRISCOLL

(Continued from Page 1)  
Stickie Memorial Bridge and lunch in Newark.

In the afternoon the tour included visits to Route 3 at Secaucus, the Route 17 improvement, a ride over the length of Route 83, the Route 6 dualization between Totowa and Route 23, Route 6, and a stop at Route 28 at Somerville where the Governor approved the proposed construction of Route 28 from Summerville to North Branch.

The final stop was made along Route 28 at Annandale where the Governor again approved the proposed construction. From this point the party returned to Trenton where they arrived at 6:30 having completed a 200-mile trip.

On June 16th the members of the Assembly's Joint Highway Committee were conducted over a similar tour and still later visited construction projects in South Jersey.



# The HIGHWAY

VOLUME VII NO. 2

TRENTON, NEW JERSEY

SEPTEMBER - OCTOBER, 1948

## Highway Planning from the Air

The use of aerial photography has been used in connection with highway improvements. Such photogrammetric work has proved of great service in the planning, location, and design of new highways. While it is true roads must ultimately be built on the ground and ground surveys are essential to supplement aerial surveys, it cannot be gainsaid that aerial photography is an important new tool in the hands of the highway engineer in the layout of modern highways. In brief, such aerial photography has been used all the way from the plotting of alternative alignments to the preparation of soil maps.

In more recent years the planning of new highways from the air has become both a skill and an art. The ability to visualize in "planetary terms" the exact location of a projected new motorway; to study it with reference to other land use and probable traffic pattern can be most useful. It achieves what no model can produce. For such detailed planning the airplane or dirigible provide by far the best mechanics to visualize how new facilities would relieve traffic congestion.

In New Jersey the State Highway Department has begun the use of such aerial investigation for highway planning. A series of such flights worked out in cooperation with the U. S. Navy have already commenced and will be continued in connection with routine training flights. Various members of the Planning Division will be enabled to inspect the highway system and study their plans and general locations in the light of these aerial views. This can be done carefully and objectively without unseemly haste. Subsequently it is hoped that draftsman and designing engineers can undertake similar aerial trips.

We stand on the threshold of a new day in the development of highway planning even as we embark on the development of a new system of functional motorways, controlled access Parkways and Freeways. Thus does the progress of one scientific advance aid another engineering step forward. Together it reflects the genius of America and our capacity for willing cooperation which is the very condition of that genius.

Spencer Miller, Jr.  
State Highway Commissioner

## Bowling League Opens Season

Eight Teams Better Balanced; Keen Race in Prospect

The State Highway Bowling League opened its 1948-49 season on September 13 at the Polish Falcons alleys on N. Olden Avenue, where they will play all scheduled games this year rather than at the Curtis alleys. The Guards got off to a flying start and their record now reads 9 won and 0 lost. They are followed by the Machine Shop with a 6 and 3 record. The rest of the 8-team league trails, but at this early date predictions as to the final ratings are very much in doubt.

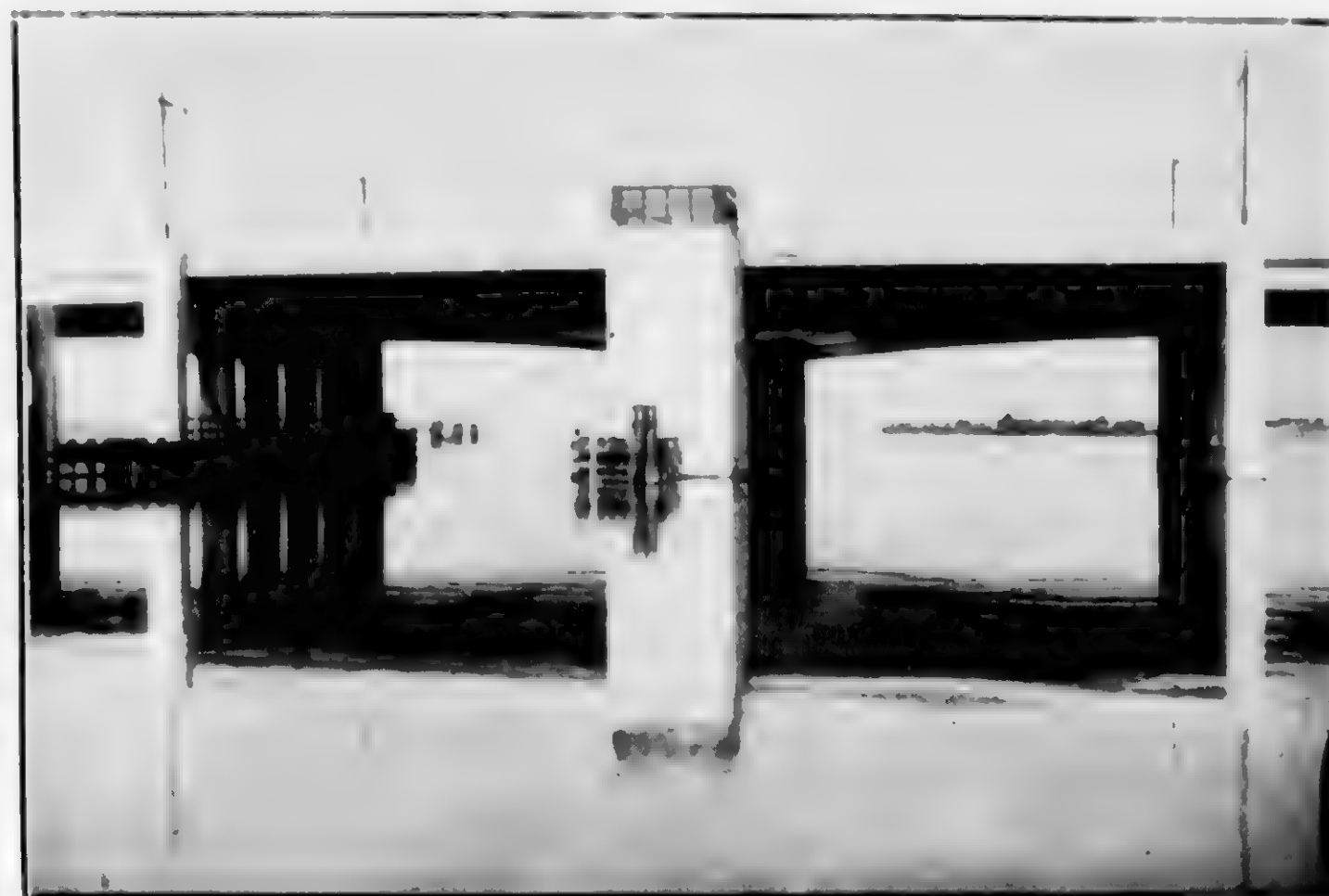
Many new faces are scattered among the teams and the league looks more balanced than in the past. There are several openings still available for Highwaymen who can bowl, so come out and roll a few.

The officers for the coming season are: Joe Mizur, Equipment Div., president; John Kilpatrick, Electrical Div., secretary-treasurer; Jack Washburn, Equipment Div., vice-president. Tony Crea, last year's president, will act as chairman of the important rules committee.

Team	Standings	Won	Lost
1. Guards	.....	9	0
2. Machine Shop	.....	6	3
3. G. I.	.....	5	4
4. Equipment	.....	5	4
5. Inspection	.....	5	4
6. Electrical	.....	4	5
7. White Line	.....	1	8
8. Maint. Painters	.....	1	8

The 18th Annual Dinner of the Ten Year Club of the New Jersey State Highway Department will be held on Monday evening, November 1, 1948, at 6:30 o'clock, at the Stacy Trent Hotel, Trenton. Tickets will be available from Highway paymasters and your contact men. All reservations must be received by October 27.

## ANOTHER PRIZE WINNER



The Absecon Boulevard Bridge, (Route 56) over Beach Thorofare, is the latest State Highway Department structure to receive national acclaim. It was awarded first prize in the movable bridge division in a recent competition held by the American Institute of Steel Construction. The bascule section of the bridge was designed by Howard, Needles, Tammen, and Bergendoff. The contractor was Ole Hansen and Sons, Inc. The Bridge Division, under Morris Goodkind, is to be congratulated upon this award which proudly takes its place among the many previous citations won by the Department for the outstanding beauty of its bridges.

## Willard Emmons' Passing Keenly Felt By All

Many Honor Former Assistant Superintendent of Equipment

With the passing of T. Willard Emmons on August 8, the State Highway Department lost one of its most highly respected, best liked, and most valued employees. For years the names of Emmons and Fernwood were nearly synonymous in the minds of those associated with the Highway Department, for there was not a nook or corner in the vast plant with which he was not entirely familiar, nor an operation with which he was not thoroughly versed. Indeed, it was he more than any other person whose advice led to the layout of the present plant. As Commissioner Miller said in referring to this unusual man: "He was recognized as a mechanic of unusual ability with rare inventive skill. He could always find a way to solve every engineering problem presented to him. Nothing was impossible of accomplishment and little was difficult."

Willard Emmons came to the Department on January 20, 1919, as a supervising mechanic, and more recently was given the title of assistant superintendent of Plant and Equipment. Prior to entering the state employ he had amassed a store of valuable experience in private business, having worked last at the local Buick agency.

Mr. Emmons, who made his home at 40 Annandale Ave., Trenton, was a member of Mount Moriah Lodge 28, F & AM; Trenton Forest 4, Tall Cedars of Lebanon; and Washington Camp 7, POS of A. He was a member of the Ten Year Club of the Highway Department and for quite a period

(Continued on Page 4)

## Johannesson to Retire October 16

Plans to Live in California And Devote Time to Writing

Sigvald Johannesson, chief of the Bureau of Planning and Economics, has announced his retirement from State service effective October 16. His present plans are



SIGVALD JOHANNESSON

to settle in California and devote a large portion of his time to writing on engineering subjects. In leaving the Department Mr. Johannesson looks back on nearly a quarter of a century of distinguished service highlighted by many outstanding achievements. As the chief designer of the new famous Pulaski Skyway, he first attained a position of prominence in the engineering profession. Prior to that he had worked on the Pennsylvania Railroad tunnels and for the Inter-Rapid Transit in New York.

After the completion of the Pu-

## Throughway Model On Exhibition at State Fair

Many Thousands Enjoy Pre-View at Highway Exhibit

A model of the proposed Throughway was the feature of the State Highway exhibit at the Trenton Interstate Fair. This model, constructed at a scale of 150 feet to the inch, shows the entire Throughway from the point where it enters Trenton over the proposed new toll bridge to the point where it joins Route 26 at the Brunswick Avenue traffic circle. While symbolic to a degree, all city streets and principal buildings are accurately shown, as are waterways and railroads.

The model was constructed in the model shop of the Department by model maker Ted Spawn and was made for the dual purpose of affording engineering study and acquainting the general public with the details and route of this outstanding engineering project. In addition to the immediate features of the Throughway, future connections running south along the old Delaware and Raritan canal are shown. The model is 4 feet by 8 feet.

Because of the unusual interest which has been shown in this model, arrangements have been completed to display it in one of the windows of the Nevius Voorhes department store from Oct. 5 until Oct. 12. Additional plans are contemplated for placing the model in hotels where it can be viewed by service clubs.

(Continued on Page 2)







# ON HIGHWAY INSPECTION TOUR



Members of the press and officials on the recent inspection tour of New Jersey Highway projects. This picture was taken at the Highway Department, Route 100 Roadway and shows from left to right: A. Robinson and Edgar L. Miller, Jr.; George Shick, Trenton Times reporter; Herbert H. Spencer, Jr., Associated Press; Neil MacDougall, Central District Engineer of N. J. State Highway Department; Edward W. Kilpatrick, Assistant State Highway Engineer; Frank Pierce, reporter for Newark News; Frank Redden, director, Public Relations, N. J. State Highway Department; Hugh J. Connelly, general manager, Associated General Contractors of N. J.; and Harry A. Hartman, principal engineer, N. J. State Highway Department.

## Jersey Officials To Attend Parley

New Jersey will have a prominent role in the meeting of the American Association of State Highway Officials in Salt Lake City, Utah, next week.

Due to the Garden State's leadership in construction methods, the American Association requested its representation.

Acting Governor John M. Sumner, Jr., has delegated State Highway Commissioner Spencer Miller, Jr., and Assistant State Highway Engineer Edward W. Kilpatrick.

Commissioner Miller is regional vice president and will conduct the forums on public relations. With Kilpatrick he also will take part in the meetings on road design, maintenance, new removal and other Highway Department problems.

Harold W. Griffin of the State Survey and Plans Division, who is making a trip west by car during his vacation, will attend the meetings of committees of which he is a member.

## WILLARD J. MEALEY

Willard J. Mealey, 52, for the past year a foreman in the Maintenance Division, died suddenly of a heart attack during the early morning of September 14 at his home, 1897 Pennington Road, Trenton.



Prior to joining the forces of the State Highway Department in May of 1938, Mr. Mealey was construction superintendent of the Kohn Construction Co. of Trenton, and in this capacity was known to many of the men he was to work with later.

In his youth Mr. Mealey was well known for his athletic prowess and starred in football, basketball, and track while a student at Trenton High School and Gettysburg College. He was an active member of American Legion Post 93, having served his country during World War I.

Funeral services were held on September 18 by the Rev. John E. Oman, pastor of the First Methodist Church, and the Rev. William E. Guffick of St. Paul's Methodist Church. Interment was in Ewing Cemetery.

Mr. Mealey is survived by his wife, Mrs. Nina Collins Mealey, and a daughter, Mrs. Richard Collins, to whom we extend deepest sympathies. The State Highway will long miss Willard Mealey.

## Ten Year Club Annual Outing

### Rochford and Leadom Capture Quilt Tournament

One hundred and fifty members attended the 17th annual outing of the Ten Year Club which was held in Italian Sportsman Park on Saturday, September 11. A full day of sports and social activities was provided by a committee headed by Clyde Case, highlighted by a soft-ball game between a picked team from the Trenton area and Maintenance men from the Keyport district. At the end of several innings, it was decided to call a halt, with the Trenton contingent leading by a comfortable margin.

John Rochford and John Leadom won the quilt tournament, an event that has been featured for many years. Other sports and contests were in evidence throughout the day.

Refreshments, as in the past, were plentiful, particularly the liquid variety, and in keeping with the high traditions of the past, thirty-five door prizes were turned over to holders of lucky numbers.

The committee which assisted Clyde Case in the preparation of this affair, and to whom much credit is due, consisted of Tony Esposito, John Kownack, Ken Craft, "Ossie" Nelson, Bill Carnival, George Kraus, George Conover, Jim Malloy, Art Hancock, William Sharpe, Russell Parker, Sven Hodin, John Patrick, Thomas MacRorie, John Rochford, Henry Johnson, Frank Matz, William Rasmussen, Russell Henry, Clarence Seales, Michael Lesnak, and Ralph Sherman.

## CREDIT UNION

### Members Urged to Save

Due to recent publicity in The Highway relative to the benefits to be derived from membership in the Highway Credit Union, loan applications have greatly increased.

Savings have not kept pace with demand. As loans are made from funds deposited by members, it is necessary that the members be urged to increase their savings in order to have a balance large enough to take care of these increased loans.

Initial deposits up to \$500 are accepted at one time.

J. A. KILPATRICK, Treas.  
190 W. State St.  
Trenton, N. J.

## BRIDGE BRIEFS

WILBUR SPENCER

We are glad to welcome back in the fold L. C. Petersen, now recuperating from an appendicitis. The operation was a success.

Bard Whitlock left for Middlebury College to teach. Jim Wenzel returns to Princeton University and Tony Santinello to Rutgers.

The following are now enjoying well earned vacations: L. C. Petersen in Maine, Phil Burch at Ocean Gate, Paul Gabrenas in Chicago, J. B. Bugbee at Seaside, Bill Simon on various trips, Mike Tristram on Long Island, Jack Evans in New England, Stee Kan-yuh in West Trenton, Fred Dileo at week-ends in Browns Mills, and Charlie Fox enjoying week-end ball games in Philadelphia.

Harry Jefferson puts on that new look after his wonderful trip to the Yellowstone.

Recent visitors to the office from the field were Kenneth Yates and John J. Sheenan. Sheenan is still passing tons of concrete at the State job.

Morris Goodkind spent part of his vacation at Allentown—rain, rain, rain. Too bad, better luck next time.

Dave Lawhe, L. P. Shortz, J. H. Patrick and W. H. Spencer planning a return to the fishing banks to retrieve those big ones they missed in July.

## Announce New Arrival

Mr. and Mrs. Oliver A. Deakin announced the arrival of a son, Colin Lawrence, on September 22. The youngster, who is the first addition to the Parkway Engineer's home, was born in McKinley Hospital, Trenton. In handing out the cigars, Deakin said that mother and baby were doing fine. Congratulations.

## Don't forget the Ten Year Club Dinner

Monday evening,  
November 1,  
at 6:30 o'clock

STACY TRENT HOTEL

## Maintenance Notes

Charles J. Duker

Gene Beckner

Norm Horner

Jack Stanley and Bert Wood.

We shall miss Dave Braybrook, Howard Ragby, Jr., Martin Zuckerman.

Also, saying goodbye to Vince Berberich, Ed D'Ancona, and Juan Delgado.

Phil Voss, who enjoyed his vacation trip to the Adirondacks, is back in the office.

All of us regret the passing of Charlie Weller, Maintenance foreman, who died August 13. Charlie was an excellent foreman and was loved by all who knew him.

We extend our sympathies to Walter Horner, Bridge Foreman, whose wife died in August.

Now that Charlie McGinnis and George McCann are back from those strenuous training chores at Fort Belvoir, Va., they are now going about the office with that sage military bearing, trying to issue orders to the underlings. Of course, nobody pays any attention to this and the "Newly School" of Engineering, B. T. Patterson to Rutgers, R. E. Vanaman to Rider College, and J. E. Jones is taking an extension course in highway engineering.

Pa Gibbs, who was confined to her home for three weeks with a sprained ankle, has now returned to work.

Werner Sonntag is now senior highway engineer in charge of road life.

Max Wagner is all set to paint his home—he has been lugging cans of paint around for the past few days. And also, the "roof" is now on W. R. Bell's place.

Mr. Kays was one of the real veterans of the Northern Construction Division, having joined the Highway Department in May, 1922, as a senior civil engineer. He was subsequently promoted to resident engineer and more recently to principal engineer. He was born in Newton on May 21, 1880, graduated from Princeton University with a civil engineering degree in 1904. Prior to entering the employ of the state he had worked on such projects as the Pennsylvania tunnels under the Hudson River.

Mr. Kays was a brother of Vice Chancellor Henry T. Kays and in more recent years had made his home in Mountain Lakes. He was a member of the N. J. Land Surveyors Society, the N. J. Society of Professional Engineers, and the Ten Year Club. He had been engineer-in-charge of such construction projects as Route 10 and Route 6, and at the time of his death was supervising the construction of Route 8-3.

He is survived by his wife, Helene Sturtz Kays, of 20 Raynald Road, Mountain Lakes; two sons, William T. A. Kays, Jr., of Somerville, and Robert O. Kays of East Orange. Also surviving are two sisters, Mariella R. Kays and Mrs. Amelia Kays Cartledge. On behalf of the Department, THE HIGHWAY extends every sympathy.

## PLANNING and ECONOMICS

NEWARK

Jack Meyer

Juan Delgado, Joe Natale, Charlie Freeman, Al Maspoli, and Vince Berberich.

Also, saying goodbye to Vince Berberich, Ed D'Ancona, and Juan Delgado.

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# The HIGHWAY

VOL. VI NO. 10

TRENTON, NEW JERSEY

NOVEMBER-DECEMBER, 1948

## Christmas, 1948

No longer can we tolerate a lack of a holiday in our government, the "silent" lack of peace. The peace of the world is not a luxury, it is a need, it is a right, it is a duty. There are no shades and no grays in the darkness, we have only light and we have only to look. These words, from a letter to Eric Gossens, written on Christmas Eve in 1914, have come down to us with all of their deep insight and beauty of style. While it has been asserted that Eric Gossens was a literary figure, these words attributed to him, from some of their wisdom, on literary excellence, it is the author's contention that these words come from this Christ-mas, with a special message of hope and good courage when most everywhere cry "Peace, Peace, and there is no peace."

Peace, peace lies within the present, like the King, demand good peace lies within each one of us. If there is no peace in our own souls, there will ultimately be no peace in the world. For what the world sees is what each one of us reveals of ourselves.

The Message of Christmas, which the angels and the "Peace on Earth, to Men of Good Will" men, who revealed the good that was within them and evoked the good that was in others. A century later Nicholas Breton wrote in "Fantasticks" enduring words which too reveal the true spirit of Christmas.

"It is now Christmas . . . now good cheer & welcome, and God be with you, and I think you . . . It is holy time, a duty in Christians, for the remembrance of Christ & customs among friends, for the maintenance of good fellowship; in brief, I thus conclude it: I hold it a memory of the Heavens Love, and the world's peace, the myth of the honest, and the meeting of the friendly."

So good cheer and welcome to all who labor together in the service of the people of the State. May it ever be said of the Highway Department that we have been able to provide for all who work together here the Spirit of Good Fellowship. To each of you a Merry Christmas and a Happy New Year.

Spencer Miller, Jr.  
State Highway Commissioner

## GOVERNOR DRISCOLL AUTHORIZES CASH AWARDS FOR SUGGESTIONS

### One Hundred Dollar Limit Placed on Awards for Outstanding Suggestions

Governor Driscoll has approved setting aside the sum of \$1,000.00 to be used by the Highway Department Suggestion Plan in making awards to suggesters of constructive ideas. This announcement was made by Commissioner Miller who said that "the cash incentive should act as a stimulant to men and women of the Department to widen their constructive thinking and to submit useful suggestions."

The guided inducement offered by cash awards should materially increase the number of suggestions turned in to the Suggestion Box. It is also felt that the quality of the suggestions will be upgraded, particularly in those classes where the awards can reach the one hundred dollar figure.

All suggestions should be sent to the Suggestion Box, State Highway Department, Trenton, New Jersey.

1. Those on which a monetary saving can be estimated.
2. Those dealing with safety, public relations, health, personnel, reduction of absenteeism, etc.
3. Beneficial suggestions of minor or convenience nature.

The "Christmas Season" is a fitting time to express our friendship and appreciation to those who have been associated with us during the year in striving toward the common goal of service to the people of New Jersey and to wish a greater era of friendship, happiness, and accomplishment during the coming year.

Merry Christmas and a Happy New Year to All

Spencer Miller, Jr.  
STATE HIGHWAY COMMISSIONER

W. W. Giff  
ENGINEER-SURVEY & PLANS

W. H. M. M.  
STATE HIGHWAY ENGINEER

W. H. M. M.  
BRIDGE ENGINEER

E. Kilpatrick  
ASST. STATE HIGHWAY ENGINEER

J. H. Hays  
SUP. ENGINEER-ELECTRICAL DIVISION

A. L. G. G.  
CHIEF CLERK & SECRETARY

E. H. H.  
CHIEF AUDITOR & ACCOUNTANT

C. F. Redwell  
CHIEF-DEPT. DESIGN & CONSTRUCTION

W. W. H.  
SUPT. OF MAINTENANCE

C. A. Burn  
DEPUTY CHIEF-DEPT. DESIGN & CONSTRUCTION

E. H. H.  
SUP. ENGINEER-STATE AID PROJECTS

J. H. H.  
SUPERVISOR-APPRAISALS & NEGOTIATION

H. D. Robbins  
SUP. ENGINEER CONSTRUCTION DIVISION

F. H. H.  
SUP. ENG. TESTING LABORATORY

G. H. H.  
TITLE OFFICER

O. H. H.  
ACTING DIRECTOR-DIV. PLANNING & ECONOMICS

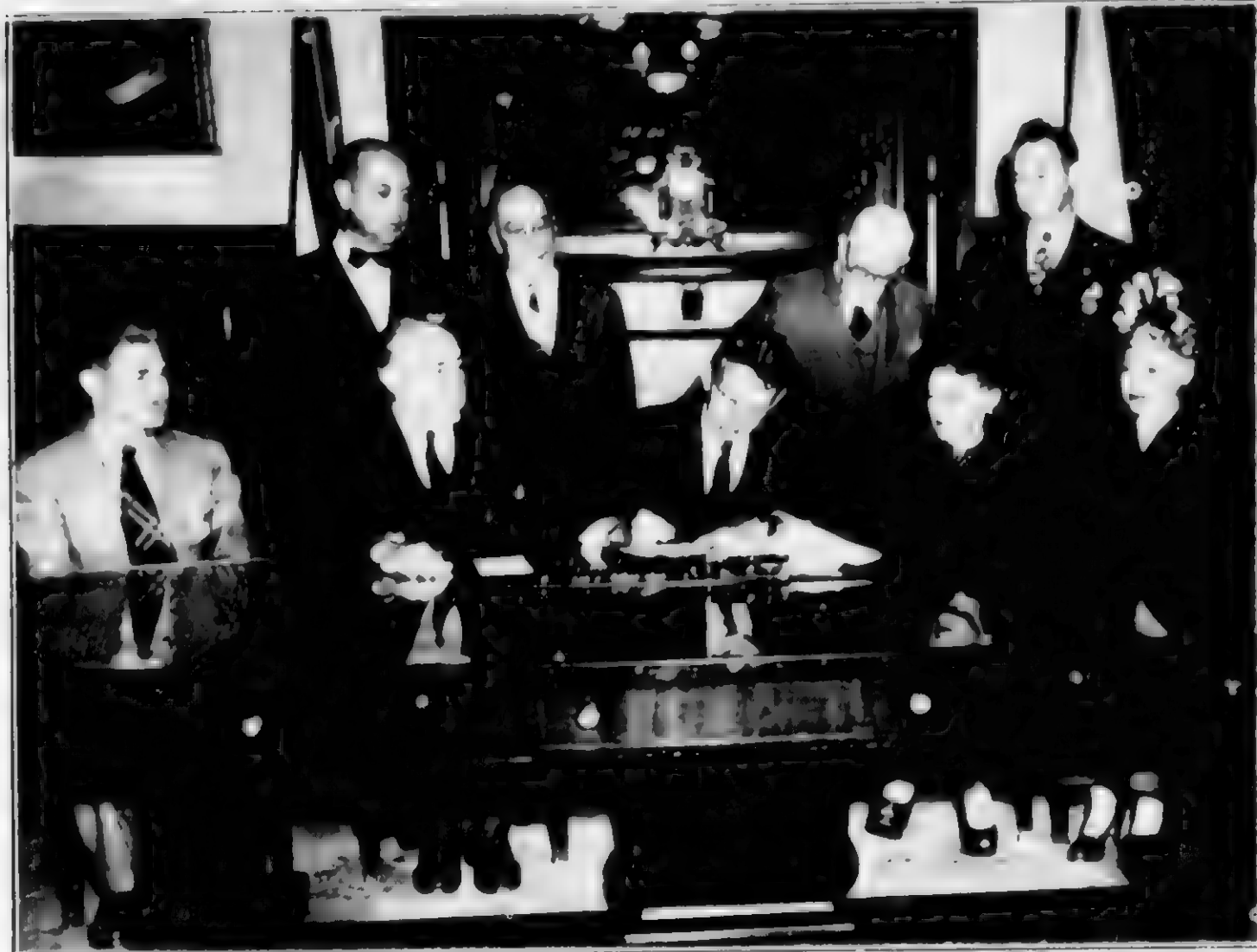
F. H. H.  
SUPT. PLANT & EQUIPMENT







## SIGNS BEAUTIFICATION BILL



Governor Driscoll signs into law a bill vesting in the State Highway Commissioner the authority to regulate commercial enterprises along parkways and freeways. Interested witnesses to the signing were (seated) State Highway Engineer Charles M. Noble; Commissioner Spencer Miller, Jr.; Mrs. Vance Hood, chairman of the Blue Star Drive Committee; and Mrs. Chester Schupp, chairman of the Garden Club's Roadside Survey. Standing from the left are: Ross King, president of the Monmouth County Parkway Association; Walter Emmons, member of the Monmouth Association; Albert Hard, vice pres. of the National Roadside Council; and Oliver Deakin, parkway engineer.

## LABORATORY LINES

CHRIS KUONER

A fine crop of noon hour sidewalk superintendents are developing here as a result of the Maintenance Division's work on the entrance road at Fernwood. It is gradually taking on a "Parkway" look as the "dual road" develops.

George Hutchinson was a successful candidate at the Convention of the newly formed "Council of State Employees," being elected a delegate "at large."

Friends of Colonel Fred Seabridge, a former Lab employee, will be pleased to know that he is now retired and living in West Palm Beach, Fla.

George Lear and William George report a "catch" of nine flounders on a recent fishing trip to Manasquan Inlet.

Chester Feehan, one of the newer employees of the Lab, was married on November 20 to Miss Mary Kozak. Your fellow-employees wish you both much happiness.

Maj. J. C. Reed was recently called back to "Active Duty." Joe is attending Army School, catching up with the latest developments in Army technique.

A new rotary air pump was recently installed in the Lab. It replaced a pump that has given daily service since 1912. Some record.

Russell Sigafoss, Ralph Sherman, and Harry Partington are proudly displaying 25-year pins awarded at the last Ten Year Club annual dinner. Seventeen Lab employees have thus far been honored for 25 or more years of service.

John Henry was not long off the boat after a visit to Ireland before he was touring in a brand new Plymouth.

Jean Anderson, Jennie Houston, and Alice Mayer, of the Lab stenographic force, gave the gang a treat by donning their Halloween costumes before leaving the office for the customary pranks of the evening. The costumes were swell, but ah! so are the gals.

The November sick list includes Roy Vogts, now back at his desk. Leon Carlidge still recuperating at home, and Fred Forrest and Jack Fallon in the hospital for surgical work.

## WATT DIES AFTER SHORT ILLNESS

Jonathan Watt, for over twenty years associated with the Right of Way Division, died on December 6 in St. Francis Hospital, Trenton, following a brief illness. He made his home at 315 Melrose Ave., Trenton.

Mr. Watt came to the Department in June 1925 as a senior cost clerk, from which position he advanced to the position of senior auditor. During this period he served in the Administration, Construction, and Right of Way Divisions.

In his youth he was well known for his athletic ability, particularly in basketball, where his skill earned him a reputation as an outstanding forward on the old Cook YMCA and Laurel teams. He was a veteran of World War I.

Funeral services, at which a large number of co-workers and friends were in attendance, were conducted on December 9 by the Rev. Russell W. Annich of Bethany Presbyterian Church. Interment took place in Ewing Cemetery.

Mr. Watt is survived by his widow, Mrs. Gertrude Froelich Watt, to whom the condolences of his many friends are extended.

## PLANNING and ECONOMICS

FRED QUINN

Our deepest sympathy is extended to J. E. Jones on the recent death of his mother.

Amazing things to behold are the bridal pairs of fleas, completely clothed in full dress, which G. C. Mendez brought back from Mexico with him.

Congratulations to Mr. and Mrs. S. J. Guidotti on the birth of their son, Samuel, Jr., born Nov. 13, 1948. Congratulations to the little fellow, too, for choosing such nice people as parents.

## Foster L. Lance

Foster L. Lane, 33, of 171 Main St., Flemington, died on November 24 as a result of complications following an operation performed recently.

Except for a period of service during World War II, Mr. Lance was continuously employed by the Construction Division. He came to the Highway Department in 1941 as a junior inspector and subsequently held the titles of junior highway engineer and assistant engineer, highway. At the time of his death he was assigned to the construction of Route 28.

Mr. Lance is survived by his

## Arlington Stinson

Arlington C. Stinson, on a veteran of over twenty-five years service with the Equipment Division, was found dead in his home in Trenton on Friday, November 19. Mr. Stinson had not been in the best of health recently although he was present at the Ten Year Club annual dinner where he received a 25-year pin as a reward for his long service.

Mr. Stinson was a veteran of the first World War, an ardent fisherman, and a man who was genuinely liked by all who knew him. In addition, he was an efficient workman whose records of car assignments, tires, snow plows, and snow trucks were a model of exactness. He will be sorely missed.

Surviving Mr. Stinson are his widow, Mrs. Charlotte S. Stinson; a daughter, Mrs. Helen M. Smith of Orange Cove, Calif.; a sister, Irene Clayton; and three brothers, George Stinson, Jr., Paul Stinson, and Scott Stinson. THE HIGHWAY extends sincerest sympathies.

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months during which time he had been working with Chief Justice Vanderbilt in Newark on the drafting of the revised rules of New Jersey Court Procedure.

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## ILLNESS FATAL TO FEARNLEY

## Maintenance Notes

CHARLES J. DOHERTY

Joseph Ruberti and Joseph Giordano, who were working on the maintenance of the highway, were injured recently when the Department truck in which they were riding collided with a large truck and trailer on Route No. 45 in the vicinity of the Camden Airport Circle. We are glad to report that none of the injuries appear too serious.

Elsewhere in this issue tribute is paid to Charlie Fearnley, whose untimely death occurred since our last issue. Charlie's passing has left a void in the Maintenance Division, and it is regrettable that those of us who had had contact with him.

Those of the men who work in Foreman John Grant's landside crew. Fred Dennaker, Frank Tucci and Alphonse Mancuso, were injured recently when the Department truck in which they were riding collided with a large truck and trailer on Route No. 45 in the vicinity of the Camden Airport Circle. We are glad to report that none of the injuries appear too serious.

It is a pleasure to welcome back to work Foreman Joseph Vizzini, of Supervisor M. A. Lanzara's Institutional Road forces. Joe has been absent from his duties for almost twenty-seven months as the result of extremely serious injuries sustained in an automobile accident. Joe's return to work climaxes a tremendous fight for recovery against long odds and is the finest example of dogged determination we have seen in many a day.

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# The HIGHWAY

## 1949 Construction Goal

A new, more comprehensive, more important, but not more in the nature of New Jersey. This is or should be the mood which we all approach the tasks that lie ahead for 1949.

When Governor Driscoll addressed the opening session of the 1949 Legislature he outlined in detail wherein lies the opportunity for the service of government in this State to meet the more urgent human needs. It was appropriate that he should have placed civil liberties at the top of these needs. It is here that a clear, forward-looking declaration of our intentions is urgently required, which in turn is buttressed by a faithful support of those declarations.

Each generation must pay its installment in the cause of human freedom. Today that installment must be paid for a wider and more secure provision for civil liberties for all our citizens. Our new Constitution has made a bold declaration of our faith; we need to implement this declaration by the appropriate legislative guarantees.

Turning from civil liberties in his Annual Message, the Governor has listed some of the other familiar tasks of modern government—housing, social security, health, education, conservation, and the rest. On the question of highway transportation, the Governor's message is brief but pointed. It indicates not only a commendation of what has already been done but indicates what is our more urgent task. It will serve to emphasize some of the conclusions of the Chief Executive of this State to quote herewith this excerpt from his Annual Message:

## COMMERCE AND TRANSPORTATION

"We are presently engaged in the largest highway building program in the history of the State. Continued support for this program is required for the reasons stated in my Inaugural Address, and repeated last year in my annual message. Representatives of each section of our State have impressed me on numerous occasions with the need for improvement and modernization of our highways in their respective areas. As evidence of the emergency character of the need to rebuild our highway system, I need only cite the accident record on Route 28, particularly in the Juxtown Mountain area, on Route 44 and, to a slightly lesser degree, on Route 43. Immediate plans have been made for the completion of the first two of these highways and the development of the latter. It is to be noted that these particular highways have been selected only for the purpose of illustration and not to the exclusion of other pressing highway construction plans. Basically, our task is to provide safe East-West and North-South highway transportation facilities with appropriate inter- and intra-city connections."

Nineteen forty-nine will afford us an opportunity to complete a number of major projects which have been started and carried forward vigorously during 1947 and 1948. The first section of our Parkway system should be opened during this year. The first link in the Trenton Freeway, the most important capital improvement in the metropolitan area of Newark and Harrison, the completion of the important connecting link of S-3 from Great Notch to Secaucus, the paving of a section of the Secaucus Bypass, the dualizing of Juxtown Mountain and the removal of this dangerous section of Route 28. These and many more improvements on our System during the year that lies ahead should give us the opportunity of fulfilling at once the promise of a more adequate transportation system for the citizens of our own State as well as for our neighbors beyond our borders. But what is even more important in the long run, the Highway program will provide that adequate balance in the transportation system which will not only serve the economy of the future but enable our citizens to come to a better appreciation of the resources of our own State and the privilege it is to live and work within its borders.

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A portion of the gathering singing carols at the Christmas services in the State House Annex. From the left at the table are E. E. Reed, Edward W. Kilpatrick, Commissioner Miller, Commander Noble, and A. Lee Grover. Others in the assemblage will be recognized. The services took place on December 23, since Governor Driscoll had designated Christmas Eve as a holiday.

## CASH AWARDS GIVEN TO NINE SUGGESTION BOX WINNERS

Wide Variety of Suggestions Recognized at the Annual Highway Christmas Services

(Picture on page 3)

At the annual Christmas services held in the State House Annex on December 23 nine men representing five divisions of the State Highway Department were recipients of cash awards under the plan recently authorized by Governor Alfred E. Driscoll. The awards, which ranged in value from \$5 to \$25.00, were granted in recognition of the outstanding merit of the suggestions they had submitted to the Suggestion Box.

The \$25.00 winners were George C. Jorgensen of Manasquan, a principal engineer in the

Assistant of the Electrical Division; Wilbur H. Spencer, of Trenton, junior bridge designer, Bridge Division; Charles Groce of New Brunswick, laborer, Maintenance Division; Harvey A. Butterfoss of Trenton, assistant master mechanic, Equipment Division; and D. H. Johnston of Pennington, a principal engineer in the Central Construction Division.

Fulton H. Bonner







## CLAYTON RETIRES



When Walt Clayton, bridge operator, retired on November 30 after eleven years with the Department, his co-workers on the Rt. 4N Shark River Bridge presented him with a smoking stand and appropriate accessories for many hours of leisure. The above photo, taken at the time of presentation in front of the operator's house on the bridge, shows Clayton, seated, and standing from left to right: Charlie Kisselman, Jim Lipari, Bill Koerber, Orville Stillwell, Ben Newman, Percy Stuermerman, Norman Hope, Ward Dean, Joe Smith, and Supervisor Ed Downs.

## Bridge Employees Elect Officers

The State Bridge Employees Association, composed of bridge operators and attendants employed by the State Highway Department, elected a complete slate of officers for the coming year at their December meeting in North Arlington. James Lipari, of Belmar, was named president for the 7th consecutive year.

In addition to Lipari the following were elected to office: Charles Simonon, first vice-president; Dan Glendenning, second vice-president; Phineas Mary, financial secretary; Walter Holtgren, recording secretary; Harold Vaughn, treasurer; Joseph Hargrave, sergeant-at-arms; Harold Lloyd, trustee.

In addition to the above officers, the Association named a representative from each district for the purpose of forming closer ties between various sections of the State. These men are: Charles Simonon, northern; Dan Glendenning, southern; James Lipari, central. These are the men designated to be contacted by members for the purpose of handling Association business.

The next regular meeting of the Bridge Employees will be held in Camden in March.

## To Take Statements

## On Wire Recorder

Keeping pace with modern methods of making accurate, permanent records of the spoken word, Commissioner Miller recently authorized the purchase by the State Highway Department of a wire recorder. This machine, which picks up sound waves with a microphone and records them on a spool of wire, will be used in taking statements of all kinds as well as for recording hearings of various nature.

The wire recorder has been assigned to the Compensation and Claims office of Charles I. Levine, where daily sessions have been devoted to becoming familiar with every phase of its operation. Tests to date have included recording round table discussions by sizeable groups as well as extemporaneous and prepared statements by individuals. In recording these many voices a great variety of microphone distances and modulations were used in an effort to arrive at the best performance levels.

Aside from Levine, it is anticipated that the recorder will be used by Richard A. Snyder, Raymond A. Callahan, and Domenico Pugliese, all of Compensation and Claims, in the routine performance of their duties. Its use should prove to be a boon to accuracy in taking statements, as well as to serve as a time saver over older methods.

## LABORATORY LINES

CHRIS KUCKER

The Laboratory halls were gaily decked during the holiday season. Everyone appreciated the thought and patience taken in making the decorations possible. All gathered in the main hall on Thursday before Xmas to sing carols prior to joining the festivities held in the Commission Room.

Commander Noble's visit to the Lab to personally convey his holiday greetings was a pleasant surprise and his sincere wishes were deeply appreciated.

Frank Schroeder was stricken on Christmas day with acute appendicitis. An immediate operation was performed. Slight complications kept him hospitalized for 12 days before he could return home to a very late Christmas.

Jennie Housman and husband Johnny preferred the "palms" to the "pines," spending the holidays under sunny skies at Ft. Lauderdale, Fla.

"Dutch" and Mrs. Schreier, as is their usual custom, enjoyed their "turkey and trimmings" in Raleigh, N. C.

Bill Ryan was host to the Asphalt Plant Inspectors at their annual Christmas party, entertaining the group at his home. Cards, refreshments, and just plain talk highlighted the gathering.

Not that Jack Uhler does not like meat, potatoes, and gravy, but that he prefers the mullusk was shown recently at lunch when he ordered Blue Points, oyster stew, and topped them off with a half dozen fries. This is known as "across the board." Andy Decker ordered the same and, not to be outdone, brought home a box of fries for the Missis.

Helen Lansing, a former employee, recently paid us a visit, bringing along her bouncing boy cubs, just like his mother.

Mr. and Mrs. George Hutchinson became the proud parents of a daughter, Ellen, born on December 12. Mother and daughter are doing fine.

Leon Carlidge, Jack Fallon and Fred Forrester all back on the job for the New Year, looking fine and feeling fit after serious illnesses in 1948.

Bob Gleason, a veteran of the Navy, recently joined the Laboratory staff. Welcome, Bob.

## John T. Geagheon

John T. Geagheon, 66, died on December 15 as the result of a heart attack suffered while in the performance of routine duties at Fortwood. He was rushed to nearby Mercer Hospital where he was pronounced dead upon arrival.

Mr. Geagheon entered the employ of the Highway Department in October, 1935, with the Maintenance Division. In February, 1943, he moved to the Division of Purchase and Stores, where he was employed upon his death. In his younger days he was a tireless worker in various youth movements and during the past summer a group of his former protégés tendered him a testimonial dinner at which time he received many fine gifts.

Mr. Geagheon is survived by his wife, Sarah; a son, Russell; a daughter, Mrs. Margaret Whitley; and two grandchildren. To these survivors THE HIGHWAY extends deepest sympathies on behalf of the Department.

## ELECTRICAL FLASHES

JOSEPH MAHAN

Congratulations to Mr. and Mrs. Jack Eades who celebrated their 45th wedding anniversary on December 26. Jack has been with the Department for twenty of those years and we hope there are many more ahead of him.

Herman Scheller, operator on the Rt. 25 Hackensack River Bridge, entered the hospital on January 7 to have a cataract removed from his eye. We presume that he was having trouble reading the "Electrical Flashes," so decided to undergo the operation.

DOGS RESCUED: At 11 o'clock on the night of Dec. 29, Garrett Skillman, operator on the Rt. 13 Loveland bridge, heard a commotion in the icy water and discovered that it was caused by two dogs struggling against the bulkhead. He called his co-worker, Bob Kinley, who lives near the bridge and was off duty at the time, and by forming a human chain they rescued the two dogs and sent them on their way to a happy new year.

Just as Bob Rasmussen was rolling a reel of cable for the 1947-48 fiscal year will be ready for distribution by the time this issue of THE HIGHWAY reaches you. This striking booklet, which was edited by Vincent Laugan, sets a high standard and through its comprehensive coverage and pleasing presentation. Profusely illustrated with photographs, charts and maps, it tells in a concise manner the many operations of a vast State agency.

The 1947-48 report was printed in Englewood by the Bergen Press and Frank Gajewski, of the Bridge Bureau and Oliver Davenport and John Rockford, of the Laboratory.

## BRIDGE DIVISION WILL BE HONORED FOR OUTSTANDING BASCULE BRIDGES

18th Annual Dinner of Club Will be Occasion of Awards

Monday evening, February 21, will mark another milestone in the history of the Bridge Division. On this occasion they will not only celebrate their 18th annual dinner, but will occupy an envied place in the spotlight when they receive two national awards from the American Institute of Steel Construction.

The "Suggestion News" is a small multi-column paper entitled "Suggestion News" which is published monthly. This little paper when sent to all employees. Its publication dates will be the first of January, March, May, July, September, and November, and in the manner will suggest its contribution with that of THE HIGHWAY which also appears bi-monthly.

The "Suggestion News" is edited by the Suggestion Committee and is run off in the Department mimeographing room. Its channels set up by THE HIGHWAY. We welcome this worthwhile addition to State Highway activities and feel sure that it will prove to be most valuable in promoting efficiency through the medium of suggestions.

The Suggestion Committee is composed of representatives from all divisions of the Department. It is a well rounded program of lectures and demonstrations, dealing with many phases of road building, was offered to the field men who attended the third lecture series. As in former years, the main sessions were held in Newark, Trenton, and Woodlynne. This year's dates were March 7, 14, 21.

In addition to the lectures on these dates, William J. Ryan arranged for demonstrations of bituminous pavers which were held in Newark, Fernwood, and Merchantville on February 23, 24, and 25. These demonstrations were conducted by J. L. Stevenson and George Black, representing the Barber-Greene and Admco companies and were attended by approximately 450 interested employees.

The Lecture Series, which was coordinated by Julius J. Newark, was divided into the north, central, and southern districts. The general chairman and assistants in each district were as follows: northern district—Herbert K. Englishman, chairman, assisted by H. N. Rigby, Howard Koons, and David Pettigrew; central district—Samuel E. Bullock, chairman, assisted by J. E. Kersey, H. E. Phillips, George Jorgensen, Oliver Doll, and J. H. Hulst; southern district—J. A. Williams, chairman, assisted by Harry Marvin, Leland Bazy, and J. W. Kelly.

Subject matter consisted of "Latest Advances in Concrete Pavement Construction," by Leonard E. Andrews, Regional Highway Engineer, Portland Cement Assn.; "Practical Application of Soil Mechanics," James R. Schuyler, and Edward A. Henderson, Principal Engineers, Soils Division; "The Role of the Laboratory in Highway Construction," by W. J. Ryan and J. C. Reed, Fred H. Baumann took part in the discussion and answer period pertaining to this subject.

W. M. Wagner discussed "Economics of Highways and Toll Roads," while "Right-of-Way Acquisition and Its Relation to Highway and Parkway Construction" was the subject of the lecture delivered by John W. Aymer and Thomas A. Stewart. "Parkway Standards and Construction" was the subject discussed by Parkway Engineer Oliver Deakin.

A unique feature of this year's lecture series was the round-table discussion on the subject, "Relationship and Cooperation between Contractor and Engineer," which was conducted by Harry D. Robbins, representing the Department, assisted by John H. Mathews, president of the Associated General Contractors of New Jersey, Charles H. Hollenbeck, representing the Franklin Construction Company, and M. G. Redman of the Villa Contracting Company.

A general question and answer period followed all lectures and Highway Department men participated in the general discussion regarding the relationship between contractors and engineers.

Commissioner Spencer Miller, Jr., opened the first meeting at Trenton with a short address in which he discussed briefly the results of the Association of Highway Officials of North Atlantic States' recent Boston convention.

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At present there are 48 shareholders with deposits totaling \$1,963.16. Loans to date total \$625.



## 450 ENGINEERS TAKE PART IN THIRD LECTURE SERIES COURSES

Newark, Trenton and Woodlynne Scenes of Group Instruction During February and March

A well rounded program of lectures and demonstrations, dealing with many phases of road building, was offered to the field men who attended the third lecture series. As in former years, the main sessions were held in Newark, Trenton, and Woodlynne. This year's dates were March 7, 14, 21.

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VOL. VII. NO. 5

TRENTON, NEW JERSEY

MARCH, APRIL, 1949

## Zoning and Roadside Control

The Supreme Court of New Jersey in an opinion rendered last month by its Chief Justice, Arthur T. Vanderbilt, has just made history and recorded a notable milestone in roadside control. The case originated with the Borough of Cresskill in Bergen County which sought originally by ordinance to exclude all heavy industry from its borders. The former Supreme Court set aside the zoning ordinance under the old Constitution. The Borough appealed from the ruling to the present Supreme Court to deny the new Constitution. By a unanimous opinion the Supreme Court reversed the opinion of the old Court and held that in the adoption of a comprehensive zoning scheme a municipality is not compelled to set apart a portion of its territory for heavy industrial use without regard to its suitability for such a purpose. It further held that the legislative requirement is that zoning seek to conserve the most appropriate use of land—that this depends both on the conditions in the municipality and its present and prospective needs. Such a broad plan of land use for the general welfare is not violative of either the State or Federal Constitutions. In this case there was suitable land for industrial development within the region of the Hackensack River Valley.

But beyond the forward-looking nature of this decision of the Court for municipal development, the cause of roadside control has by this decision received great reinforcement. When in the past municipalities have sought through carefully considered programs to determine how they were to develop their roadsides according to Master Plans and have sought to secure such an orderly development, judges have been prone, upon the pressure of some business interests and a showing in Court, to overrule the zoning ordinances and declare the municipal controls violative of the State Constitution. This is now ended under the Cresskill Case. Municipalities hereafter will be able to restrict their own territory to residential purposes or light industries and can exclude heavy industries. A reasonable inference from this decision is that if a municipality wants to preserve the scenic area of its roadsides against commercialism it can do so; it can confine business to a definite zone and exclude it from other areas. In a word, it can develop community growth according to a comprehensive plan.

While the new State Constitution does not provide for either State or County Zoning as such, the principle of zoning as an exercise of the police power in the public interest has now been greatly strengthened by this judicial decision. Towns and cities can now go forward planning their roadside development according to intelligently developed Master Plans. Roadside protection is the public business; municipalities can now provide the permanent protection needed for the public.

Severin Miller, Jr.  
State Highway Commissioner

FUNDAMENTALS OF SOILS WORK  
SUBJECT OF SHORT COURSE

Twenty-four men representing the construction, projects, and these four major divisions were in the Maintenance Division of the turn subdivided into five items. State Highway Department recently completed an intensive course in the fundamentals of soils work. This course, which required a week to complete and which was repeated for four different groups, was given by the Soils Division and the Testing Division. The course was given by the Soils Division and the Testing Division. The course was given by the Soils Division and the Testing Division.

Those who took the full course were: Southern Construction Division—C. B. Franklin, A. R. Henze, A. W. Hincken, G. M. Prattley, W. Reeves; Central Construction—E. C. Young, K. J. Lamp, G. Greitzer, H. Brown, G. Collins, H. Kinney, J. Ireland, G. Reiker, G. Tindall, H. C. C. Grover, who resided with her daughter in Palmyra, would have celebrated her 82nd birthday on March 22, the day funeral services were held in Cranbury. Interment took place in Dutch Neck, N. J.

At present there are 48 shareholders with deposits totaling \$1,963.16. Loans to date total \$625.

## Platt Killed By Speeding Driver

Maintenance Man Was Cleaning Catch Basin When Struck

A speeding car driven by a local Dix soldier caused the instant death of Joseph G. Platt, 23, of the Maintenance Division, on March 1 near Bordentown. George Klein, also a Highway Department employee who was working with Platt at the time, was injured.



JOSEPH G. PLATT

The accident occurred on State Highway Route 39 in the vicinity of the Bordentown Grill. Platt, who resided at 409 Farmworth Avenue, in Bordentown, and Klein were cleaning out catch basins when a speeding car, driven by Corporal Raymond Burkley of the Dix, struck them. Platt was dragged a distance of 75 feet before the car was brought to a stop.

State Police arrested Burkley who is being held on charges of drunken driving, reckless driving, and manslaughter with automobile. Prior to the accident in which Platt lost his life, witnesses report that Burkley had narrowly escaped several collisions as he zigzagged northward on Route 39. Platt is survived by his wife, Elizabeth Downs Platt, with whom he had celebrated their first wedding anniversary the day before his death. He is the son of Mr. and Mrs. Joseph A. Platt and had been employed with the Maintenance Division since June, 1947. During the war he served in the Navy.

In addition to his wife and parents, Platt leaves a brother, John Platt, and his grandmother, Mrs. Jane Platt, both of Bordentown. Funeral services were held from the home of the parents and interment took place in the Bordentown cemetery.

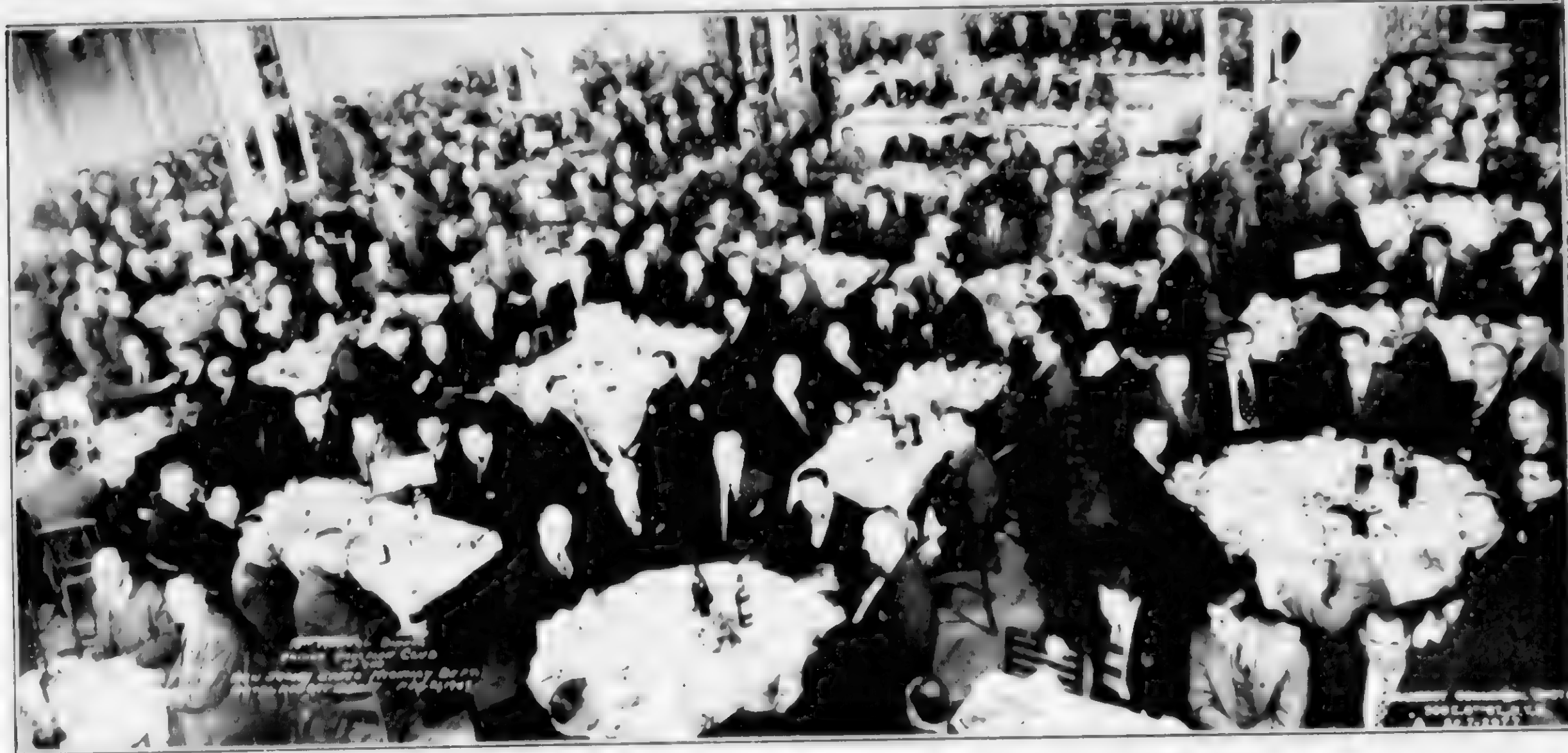
To these survivors THE HIGHWAY extends deepest sympathies on behalf of the Department.

SPRING DINNER  
of  
THE TEN YEAR CLUB  
MONDAY, MAY 2  
Lillian-On-The-Lake  
ROUTE 43  
near  
HAMMONTON









**BRIDGE BRIEFS**  
WILBUR SPENCER

Letters of appreciation and praise are flowing in to Club president Evans, complimenting him and the Club on a very pleasant evening at the 18th Annual Dinner.

Ralph Titworth is now back on the job after a wonderful and well-earned vacation in Florida.

Burch, Simon, and Gabrenas finally decided that it is much cheaper to renovate the old wagon than spend a small fortune on a new one.

About seven men of this Division are eligible for the twenty-five year awards to be presented by the Ten Year Club. It is surprising how time flies.

Recent office visitors were J. J. Koffler, John J. Sheenan, and Kenneth S. Yates.

The grapevine has it—the Club will plan an old-fashioned shore clam bake this summer.

W. H. Spencer and J. J. Koffler successfully passed the Civil Service examinations for principal engineers.

We of this Division extend a welcome to Bruno Elabergas, the most recent addition to the drafting room. Bruno talks seven languages and is learning the eighth—English.

Johnny Jones, Maintenance Inspector in the Newark area, will be in closer touch with his activities.

We have recently received a copy of the "Salem Standard and Jerseyman," a newspaper of Salem, N. J. In it, the editor has quite a column concerning Archer Reeves, father of Archer Reeves, one of our employees. It seems that the editor Reeves held several important offices in his time, among them being County collector. He also was a member of the New Jersey House of Assembly from Salem County. He managed to acquire quite a bit of the history of Salem County, and we imagine, has passed it on to his son, Archer. Anybody wanting information about the past, as well as the present history of Salem County, might do well to contact Archer.

We are sorry to announce that Paul P. Ljutich, with the Maintenance Division since 1940, is leaving us, having been transferred to the Division of Alcoholic Beverage Control in Newark. He leaves for his new assignment with all of our best wishes and his absence will be sorely missed by this Division.

**Maintenance Notes**  
CHARLES J. DOHERTY

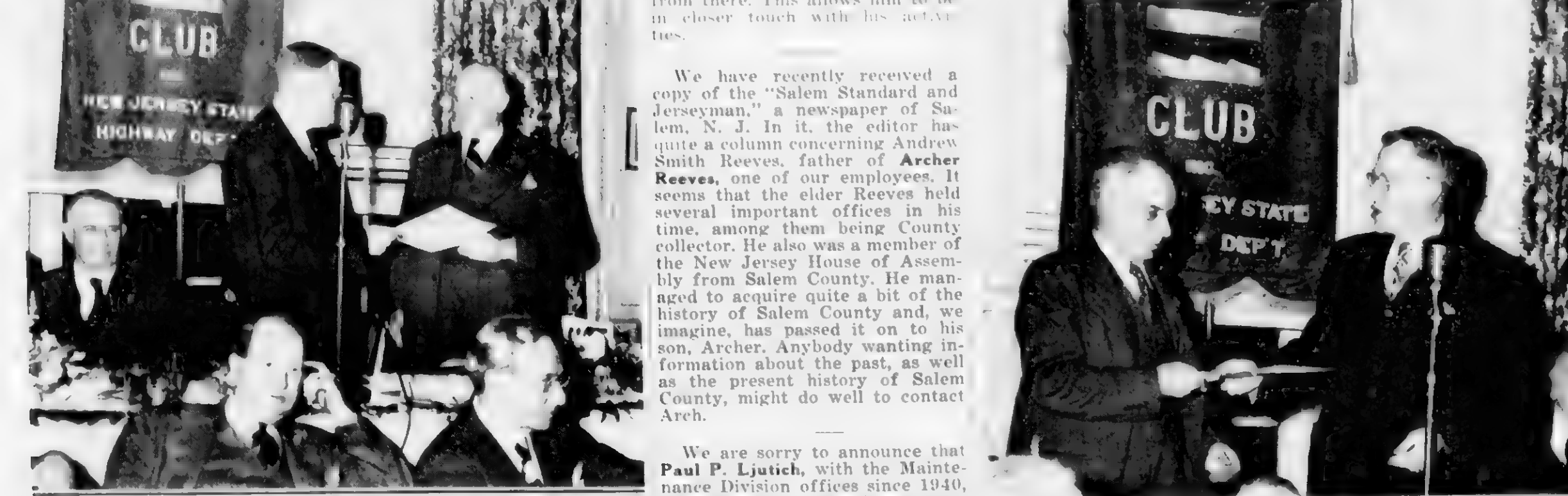
The Maintenance Division of five employees, and more especially Doris and Joan, recently gave Joe Hunt quite a welcome on his birthday. The two girls went into town one day and got one of those big, delicious coconut layer cakes and then proceeded to decorate it with the appropriate number of candles, the exact number of which we are not at liberty to divulge. We did notice, though, that they had quite a bit of trouble getting all the candles on the cake.

We are glad to report that Charlie McGinnis, off sick for a while, is now better and back on the job once again.

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The owner's award, significant of first place in the movable bridge section, is accepted by Commissioner Spencer Miller, Jr., on behalf of the State Highway Department at recent dinner of Bridge Division Club. The presentation of this national honor is being made by T. R. Higgins on behalf of the American Institute of Steel Construction.

## CHARLES M. NOBLE NAMED AS TURNPIKE CHIEF ENGINEER

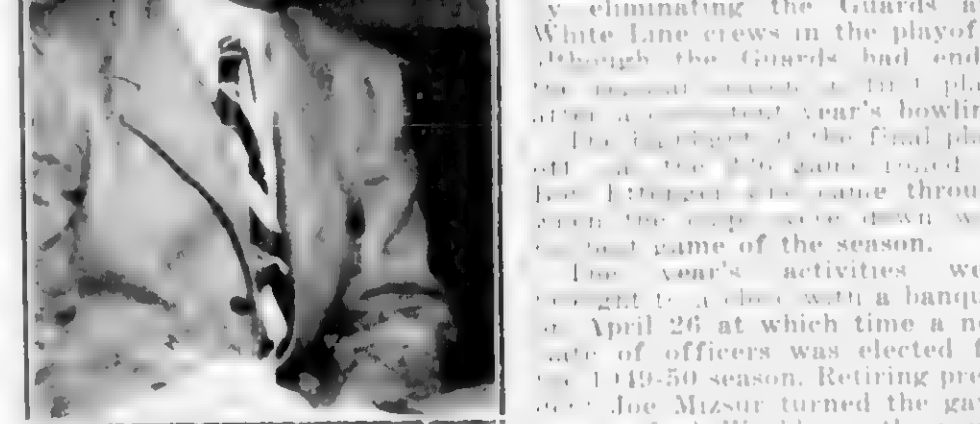
Edward W. Kilpatrick Assumes Duties As State Highway Engineer

Charles M. Noble, State Highway engineer since February, 1946, became the chief engineer of the New Jersey Turnpike Authority, effective May 23. In assuming his new post Commander Noble is leaving the Department on a six-month leave without pay. Commissioner Miller has named Edward W. Kilpatrick, assistant State Highway engineer since July, 1944, as acting State Highway engineer as of May 23.

Originally named to the top engineering position in the Department, Kilpatrick has been in the State Highway Department since 1938, when he was named chief engineer of the New Jersey Turnpike Authority. He has been in the State Highway Department since 1938, when he was named chief engineer of the New Jersey Turnpike Authority. He has been in the State Highway Department since 1938, when he was named chief engineer of the New Jersey Turnpike Authority.

## G.I.'s Capture Play-Off Crown

Guards Finish First In Regular League Play



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## Only the Autobahn Remains! Flies to Germany On Special Mission

Commissioner Miller Makes Trip in Interest of Student Exchange

Germany's larger cities now lie in ruins; rubble is piled 30 feet high in many of its great urban centers. Churches, colleges, museums, homes, and stores have all without distinction been leveled by the waves of destructive bombings. In all there is in excess of 500,000,000 cubic yards of rubble, according to the best estimates. Berchtesgaden is a shambles and the Reich Chancellery, the scene of Hitler's transient power, is being literally dismantled stone by stone and transported to Russia.

The once proud German Army and Air Force are no more; not a German Army uniform is to be seen on the streets of Germany by order of the Occupation Forces. Nothing remains today of this political and military dictatorship that was built by bluff, bluster and propaganda.

But one thing has survived the defeat of German arms—namely, the Autobahn or superhighway. More than 3,000 kilometers or 1,864 miles of this four-lane divided highway was completed prior to the outbreak of the war. The famous Todt Engineering Organization. The building of this highway was two-fold—to create a network of military roads radiating out from the hub Berlin so that mechanized equipment could reach the borders of the Reich in a minimum of time. It was so designed and built that its long, straight lanes of pavement could be used as landing strips for bombers and jet fighters. Second, the construction of this vast public work sought to provide work for 50,000 to 100,000 workers of Germany's unemployed. And so it did.

This great network of modern four-lane controlled access highways, which I saw being built in 1937, that was to play such an important role in Hitler's conquest of the neighboring countries, today remains the only visible evidence of Hitler's urge to rival the ancient Caesars as a roadbuilder. As a superhighway it contains many modern features. A center mall of twenty feet with occasional plantings in the center divides the traffic. Every twenty kilometers there are gas service stations. But along its entire length there are no roadside stands or roadside advertising signs. As one travels over the Autobahn, which by-passes the cities on long tangents through virgin country, one sees occasionally a bridge destroyed by the retreating German Army. But aside from this the highway appears in good repair—a monument to good highway engineering, if not to a worthy political purpose.

For members of the New Jersey State Highway Department there is an interesting connection with the German Autobahn. Early in the 30's a group of engineers from the Todt Organization came to this country and were taken around the New Jersey Highway System by Mr. Fred Claus, Northern District Engineer. At the close of their trip the German engineers requested and received copies of our plans for Route 25, including clover-leaves and traffic circles. By a coincidence one set of plans was uncorrected; the Germans, with characteristic thoroughness, copied all our mistakes as well as our good designs. The moral is clear. A good road will endure even though it may be used for an evil purpose.

## Depositors to Get Added Benefits In Credit Union

Liberalized Policy Adopted By Board of Directors

Edward A. Filene, founder of the Credit Union movement in the United States, once said: "A debt should die with the debtor." As a direct result the Cuna Mutual Insurance Society (non-profit-co-operative) was organized.

The recent adoption of this loan protection and life savings insurance plan by the board of directors is another of the many benefits and services made available to the members of the Highway Credit Union.

In case of permanent disability or death of a member under age 70, the unpaid balance on any loan will be paid by the Cuna Mutual Insurance Society. In addition, the beneficiary will receive an amount equal to the total amount of savings on deposit (up to a maximum of \$1,000) with slight reductions in coverage of savings made after reaching the age of 55 years.

Suppose a member had \$1,000 in his savings account (accumulated prior to age 55) and owed (Cont. on Page 4)

## Patrick R. Freeman

Patrick R. Freeman, 39, a clerical employee of the Administration Division for many years, died in Mercer Hospital on May 16, following an operation.

Mr. Freeman made his home at 109 Calhoun St. He originally came to the Highway Department in the capacity of inspector in 1928. Shortly thereafter he was transferred to the Administration Division where he handled the distribution of State Highway road maps.

In addition to his wife he is survived by a daughter, Mrs. Joseph E. Tallon, an employee of the Planning and Economics Division; a sister, Mrs. Ellen Doolan; and two brothers, John T. of Trenton, and William of Westwood, Calif.

Funeral services were conducted from the residence on May 19 and burial took place in Holy Sepulchre Cemetery, following requiem high mass at St. Francis Church.

To Mr. Freeman's survivors THE HIGHWAY extends deepest sympathies.

## Mrs. Chester A. Burn E. J. Davison Weds In Surprise Ceremony

Deepest sympathies are extended to Chester A. Burn, Deputy Chief, Department of Design and Construction, upon the death of his wife, Florence Sargent Burn, on April 29. Mrs. Burn passed away at Carlisle, Pa. Interment took place at the Westminster Cemetery of that city.

Besides Mr. Burn, the survivors are a son, Chester A. Jr., and a granddaughter, State Highway Engineer Charles M. Noble and Construction Engineer Harry D. Robbins represented the Department at the services.

Edythe P. Lister of Trenton became the bride of E. J. Davison in a surprise wedding on Friday evening, May 27.

The ceremony took place at the Clinton Ave. Presbyterian Church in Newark and was performed by the Rev. David Coddington, a friend of the groom. The couple spent the holiday weekend in upper New York State.

Mr. Davison has been the office engineer in the Central Division for more than 25 years. His hosts of friends wish him every happiness.

## Summer Working Hours

In accordance with a memorandum passed by the Department of Civil Service at the direction of Governor Alfred E. Driscoll, the summer working hours in State offices in Trenton, Camden, and Newark, beginning June 1 and extending through September 30, will be from 9:00 a. m. to 4:30 p. m. with one hour for luncheon. The luncheon period will ordinarily not begin before 12:30 p. m.

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Morris Goodkind, State Highway Bridge Engineer, accepts the designer's award for the Absecon Boulevard Bridge on Route 56 from T. R. Higgins, Director of Engineering of the American Institute of Steel Construction at the annual dinner of the Bridge Division Club at the Hotel Robert Treat in Newark.







## NAVY BLIMP AIDS IN STUDY OF HIGHWAY ALIGNMENT

Routine Training Flight Used for Aerial Survey in North Jersey

Through cooperation of the Naval Reserve Air Corps Squadron at Lakehurst, the Department sent two of its survey and plans engineers aloft April 20 for an aerial photo reconnaissance flight, one of its kind for the Highway.

The flight covered the Morristown area where possible obstructions for the proposed highway alignment were being located. The flight was headed by the Naval Reserve Air Corps Squadron at Lakehurst, the Department sent two of its survey and plans engineers aloft April 20 for an aerial photo reconnaissance flight, one of its kind for the Highway.

Four possible routes were traversed in the "blimp" flight that started at 9 in the morning and ended at 3 that afternoon. With Mr. Stover spotting landmarks and possible obstructions to be photographed, an individual house, factory, housing developments, and road intersections in the area were recorded on film.

From these shots, engineers of the Highway Department will learn just what they are up against in the area. Aerial photographs of the conventional vertical type had failed to indicate in detail the types of buildings to be encountered. Photos taken on the blimp flight were made at oblique angles. Similar photographs were taken recently in Eatontown by Mr. Summers for the purpose of providing needed information for model construction.

Leaving the Naval Air Station on the flight that was arranged by W. M. Wagner of the Planning and Economics Division, the tour headed directly for Red Bank where the first photos were taken. Cranbury, New Brunswick, and Bound Brook were passed over on the way.

About two hours of cruising at reduced speed at a 700-foot level in the area between Red Bank and Towaco accomplished the photo taking portion of the flight. Air conditions were, to say the least, "bumpy," according to the Highway representatives. Both, however, were quite confident as to the results they obtained. Excellent weather conditions prevailed for taking the photographs and the use of the blimp as a "platform" brought plaudits from the photographer.

The balance of the flight, which was combined with Naval Air Reserve squadron training activities, was highlighted by serving a steak dinner as a run down the Raritan River, across Sandy Hook, and then down the coast to below Long Branch was made. There the ship headed for Lakehurst and where the Navy might term "a routine landing."

Both of the Highwaymen were high in their praise of the courtesy and ability of the Naval Reservists and the hospitality shown them by Lt. Commander Richard Callahan, USNR, who acted as their guide and host. The facilities for similar flights, in conjunction with their own training program, were extended as an open invitation by the squadron administrative officers and both

## ELECTRICAL FLASHES

JOSEPH MAHAN  
NEW FACES Ed Smyth, Herb Richards, Anthony Kraus, bridge operators; Linus Hoffman, Frank Rooney, Bill Rice, electrical mechanics; Marion Forrester's father-in-law, a cordial welcome to all.

We're pleased to see that Ross Bateman, bridge operator at Ocean City, has recuperated while in Florida, and is now back on the job.

Also back from the sunny south is Jim Lipari, president of the State Bridgebuilders' Association, who works as a bridge operator at the Shark River Bridge in Belmar. Congratulations to Ray Lohmeyer, draftsman, who was married on April 23 to Miss Marion Kosakowski of Trenton.

Advice to the lovebirds by Russ Henry: "Keep your old love letters now and they will keep you later."

## 1949 BOWLING LEAGUE CHAMPIONS



Wreathed in smiles as the result of finishing in first place during the regular league season, the Guards bowling team display their trophies. In front, kneeling, are George Washburn (left), newly elected league president, and Arthur Washburn. Standing from the left are John Isherwood, Dave Peacock, team captain George Lewis, and Joseph Buvel.

## PLAYOFF WINNERS



Here are the Fernwood G.L.'s, winners of the playoffs in the State Highway Bowling League. They attained this distinction by defeating the Machine Shop in a tough tussle. The champs are, from the left: Andy Szalesick, Tony Crea, Al Walz, Jack Washburn, Al Szombaty, Bob Martin, and Charlie Ahr. The G.L.'s ended the regular season in fourth place.

## THE HIGHWAY



The New Jersey office building which will soon be under construction at Fernwood is shown in this architect's rendering. It will occupy the land formerly turned over to the wartime Victory Gardens and will have approximately 45,000 square feet of office space. A complete cafeteria and elevator service will be incorporated in the building. Micklewright and Mountford of Trenton are the architects.

## Depositors to Get Added Benefits

(Cont. from Page 1)

A balance of \$1,000 on a loan at the time of his death, his beneficiary would receive a total of \$2,000 in cash and a paid up receipt for the loan balance.

Present interest rates on loans are now 1% per month on the unpaid balance of \$200 or less; and 2% on that portion of a loan in excess of \$200. Maximum amount loaned to any individual is \$1,000. The total interest for one year on \$100, \$200, and \$300 costs \$6.50, \$13.00, and \$19.50 respectively.

Russ Geller and Jimmie Walters have only recently returned from a sojourn in Florida. Russ went down first to visit his brother-in-law and Jimmie drove down a week or so later to follow the spring training of our Trenton Giants. Russ says that he assumed to find a few "grits" which are so much in evidence throughout the South. Jimmie reports that he enjoyed watching the Trenton Giants perform during their Spring training and, from their very fine showing, he seems to think that they should have a successful season.

Mr. and Mrs. C. J. McGinnis recently spent a very delightful weekend in Washington. Mac says that these weekend trips down there are now becoming so frequent he is seriously considering getting himself a plane.

George McCann, as is his custom at this time of the year, is now busily engaged during the week-ends getting his boat in shape for the coming season. George says he is looking forward to a very fine summer and hopes to get in quite a bit of fishing. Here's hoping that he gets plenty of those big ones.

Tony Kuhn is spending his vacation at home doing quite a bit of painting and general repairs to the house. We heard from him the other day and he says that he doesn't seem to be able to stand the altitude any more, up on those tall ladders. Says it makes him air-sick.

We wish to extend our condolences to the families of the following men recently deceased:

Arthur Skewes  
Died March 12, 1949  
Employed July 1932  
Worked in Foreman Koch's gang.  
Martin Dempsey  
Died March 22, 1949  
Employed June 1929  
Worked in Foreman Dix's gang.  
Bernard McCusker  
Died April 6, 1949  
Employed December 1928  
Worked in Foreman Holt's gang.

We are happy to report the return to work of Auggie Newman, Maintenance foreman, after having been laid up for a few months due to a rather serious automobile accident. Auggie

## Maintenance Notes

CHARLES J. DOHERTY

The laboring crews of Landscape Foreman Vail and Maintenance Foreman Henken are to be congratulated on the very fine work they did in the job of fire-fighting some time ago. When a large grass fire broke out on State Highway Route No. 40, in the vicinity of Red Lion, the boys pitched in and before long had extinguished it. Incidentally, the fire was not very far away from a nursery and, according to all reports, not one of the animals was lost. Nice work, fellows!

Werner Sonntag recently returned from a one-week vacation spent in North Carolina. For anyone who wants a good carpenter to finish off incomplete offices, the vacation time is commendable.

More signs of spring — people asking our naturalist, Johnny Stewart, "What kind of a bird is it that . . . ?"

NEWARK  
Jack Meyer  
Juan Delgado took a week's vacation to find and buy a spot in Maryland where he and Mrs. Delgado plan to live after he retires.

During the month of April several new faces joined our group. They are as follows: Stephen Barker, senior clerk; Barbara Baylor, Sylvia Finkle, Anna Judson, Edward Taylor, and Henry Tynes, clerks; Gwendolyn Guion, clerk-typist; and Clarence Chamberlain, traffic enumerator. We extend a welcome to all.

Abner Fenn, welcomed to our group in the last issue, left to be reemployed by another State agency. Best of luck to him.

Like runners at the starting gun, the field workers in this Bureau left the post with the start of good weather. Our road reinventory parties have been on the job for some time and some special loadometer operations are already under way.

Several origin and destination surveys are in the process of being organized and one, at least, will carry with it a parking study.

stopped in the office only recently, and, judging from appearances, he seems to be in pretty good shape.

The following personnel, formerly employed in our laboring gangs are now retired:

Albert W. Bassell, Trenton  
Employed August 1929, retired April 1949  
Formerly worked with Foreman Faherty  
Thomas Stevens, Lakehurst  
Employed April 1931, retired April 1949  
Formerly worked with Foreman Miller  
John R. Young, Corbin City  
Employed July 1935, retired March 1949  
Formerly worked with Foreman Campbell

## PLANNING and ECONOMICS

TRENTON

B. T. Patterson  
P. & E. extends a hearty welcome to Al Schwartz of Maplewood. Al will serve with us as a junior Highway analyst.

Our past director and wife, Mr. and Mrs. Johannesson, are now home-bunting in Florida after giving the far west a try.

Soon recently, W. R. Bellis and George DeHahn giving a graduate student of Princeton a few pointers on Highway planning and economics.

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VOL. VIII. — NO. 1

TRENTON, NEW JERSEY

JULY/AUGUST, 1949

## National Garden Club's First Award



The first award to be made by the National Council of State Garden Clubs was given to Commissioner Spencer Miller, Jr., for his outstanding service as honorary chairman of the Blue Star Memorial Highway. Commissioner Miller was unable to be present in Portland, Oregon, for the occasion and the award was received on his behalf by R. H. Baldoock, chief engineer of the Oregon State Highway Department.

## Outlook Poor For Engineering Jobs During Next 4 Yrs.

According to the U. S. Department of Labor, Bureau of Labor Statistics, jobs in engineering, the nation's third largest profession, may increase in the next decade by as many as 100,000 to a total of roughly 450,000.

Engineering school enrollments are now so high, however, that many graduates in the next four years may be unable to find engineering jobs.

Among the other findings of the Bureau were:

1. After the next few years, if engineering enrollments decline to levels suggested by past trends and if the oversupply of graduates is absorbed into other types of work, opportunities for new graduates will be considerably better.

2. Salaries of younger engineers have increased more rapidly than those of more experienced men in recent years. Earnings of beginning electrical engineers, for example, increased 66 percent from 1929 to 1946; those of engineers with ten years' experience 22 percent and those with 25 years' experience 11 percent.

3. Good training is increasingly important in the profession. Engineers with master's degrees earn, on the average, slightly more than those with the bachelor's. Men with doctor's degrees, however, earn considerably more than either group.

David Rittenhouse Lawshe, 48, of the Bridge Division, died at his home, 37 Fernwood Lane, on June 18, following a brief illness.

Although stricken but shortly before his death, Dave had been in relatively poor health since his discharge from the Navy and upon the advice of physicians he had led a quiet life since that time. He suffered a heart strain as the result of war service in which he served as a Lieutenant in the Sea Bees, seeing service in many sectors including Alaska and North Africa.

Lawshe came to the Department in 1926 as an assistant civil engineer. Prior to that time he had graduated with an engineering degree from Pennsylvania Military College and gained experience with the Kolyn Construction Company.

In his youth Dave was an active athlete, having played various football and baseball at college and in later years became a proficient bowler. He was a member of the Highway Department team which won the Civil Service championship several years ago.

Funeral services at the home and burial which took place at the Ewing Cemetery on the outskirts of Trenton were attended by scores of friends and associates.

## 10 YEAR CLUB OUTING

N. J. STATE FAIR GROUNDS TRENTON

AUGUST 13

## THE AUTOMOTIVE REVOLUTION - AND THE HIGHWAY ENGINEER

Lewis Gannett, a well known book reviewer on the New York Herald Tribune, has recently published a book under his own name, entitled "Cream Hill." The volume describes a delightful community in Western Connecticut at the foothills of the Berkshire Mountains, called Cornwell. "Cream Hill" is a section of this community.

The author, in describing his week-ends in Connecticut, makes the statement that the week-end world is a modern invention which has been largely developed with the coming of the automobile. "It has made possible the itinerant vacations of today, the middle class summer home, the workman's shack, the whole still-evolving week-end pattern. First it spilled the cities into the suburbs, and latterly it has been stretching the suburbs into the hinterland. It is changing the American Way of Life. There must be millions of us in America today who live more or less on a week-end pattern."

The automobile has done more than develop the modern week-end; it has ushered in a New Age with the coming of the automotive revolution. Yet the average adult American who has lived through the revolution does not apprehend the extent of the changes that have been wrought. One of the reasons that it is difficult at times for both individuals and communities to understand why it is necessary for the Highway Departments to build modern functional highways both to and through urban centers is that they do not understand the implications of this automotive revolution.

Yet these changes in community living wrought by the coming of the automobile are everywhere to be seen. One of the more dramatic changes is the fact that today the beds of canals and the abandoned railroad right-of-way are being used for the building of this new system of modern highway transportation. In New Jersey the Trenton Freeway is presently being constructed on the course of the abandoned Delaware and Raritan Canal bed. In Northern Essex County the Route 4 Parkway will follow the course of the Morris-Essex Canal. The abandoned railroad right-of-way on the Barnegat Peninsula is being considered for the alignment of a proposed new highway. And so it proceeds.

The modern automobile has had an interesting effect upon the problem of racial discrimination in the Southland. While railroad transportation provides different accommodations on trains and in stations for white and colored, the modern automobile makes it possible for men of all races to use the highways without discrimination. On the highway all men are free and equal to use the facilities which have been provided for public use. The modern automobile, furthermore, has introduced a factor which has greatly increased the hazards to life and limb. The shocking toll of deaths on our highways, as well as the innumerable accidents, are just further evidences of the fact that we find that we have not yet learned the civilized use of the motor car. In our country, where nearly every family owns a motor car, it can be said that the automobile is no longer a luxury but a necessity.

In short, it is important for all of us to realize the nature, extent and the consequences of the automotive revolution. It is the task of the Highway Engineer and of Highway Departments to help direct the course of that revolution by providing for more adequate, safer and more attractive highways upon which the motorists can travel.

Spencer Miller, Jr.  
State Highway Commissioner

(Continued on Page 3)

## Burn Appointed Acting Assistant Highway Engineer

By order of Commissioner Miller, Chester A. Burn was appointed Acting Assistant State Highway Engineer effective June 16. This follows closely upon the order designating Edward W. Kilpatrick as Acting State Highway Engineer.

Mr. Burn is a native of New York City. He had served as a deputy chief of the Bureau of Design and Construction, the duties of which position he will continue to fulfill along with his new responsibilities.

Mr. Burn is one of the real veterans of the State Highway Department, having originally entered State service in 1917 as a survey engineer. In 1918 he served as chief engineer on the first contract in the northern division at Metuchen.

He later served as assistant supervisor and supervisor in the old State labor division and in December, 1932, he was appointed as head of the Northern Construction Division. It was from this position that he was promoted in 1946 to deputy chief of Construction.

## Pamphlet on Concrete Design Distributed To Engineers

An interesting pamphlet bearing the impressive title, "A Discussion of the Underlying Factors Involved in the Theory, in the Design, and in the Construction of Concrete Pavements, and in the Installation of Joints," was recently distributed to engineering employees throughout the Department.

This clear, concise, and highly educational paper was written by William VanFreemen, engineer of special assignments, research, and distributed by Julius J. Newmark, special engineer. It is eventually to be included in the Construction Manual now being compiled by Mr. Newmark, but was issued at this time so that engineering employees engaged in construction may have the benefits of the information contained therein.

This pamphlet contains much that will benefit those who read it. Mr. VanFreemen is to be congratulated on a well prepared article.

## Leon J. Cartledge

Leon J. Cartledge, 51, asphalt plant inspector for the Laboratory and a veteran of 24 years' service with the State Highway Department, died on June 26 at St. Francis Hospital, Trenton.

Mr. Cartledge was a veteran of World War I, a member of Trinity Cathedral, Mercer Lodge No. 50 F. & A. M. Knights Templar, Sons of St. George, and the Ten Year Club.

For the past two years Leon had been in poor health, although the immediate cause of his death has not been clearly established. He collapsed while at work on June 21 and was rushed to the hospital where he failed to rally.

In addition to his wife, Mrs. Elizabeth E. Cartledge, he is survived by a son, Leon J., Jr., a sister, Mrs. Elizabeth A. Snyder, and a brother, Arthur S. Cartledge.

Funeral services, which were attended by a large number of friends and relatives, were held on June 30 from the funeral home of Ivins and Taylor, Trenton, and interment took place in Greenwood Cemetery.

THE HIGHWAY wishes to extend deepest sympathies to the survivors of Mr. Cartledge on behalf of the Highway Department.







## BRIDGE BRIEFS

CHESTER P. SMITH

The annual outing of the Bridge Division Club will be held at The Pines, on Route 27 at Metuchen, on October 1. The outing will include a dinner at 6 o'clock followed by a floor show. The Pines offers every facility for a complete outing and the committee in charge is working hard to make this an affair to remember.

Wilbur Spencer, outing chairman, is sporting a new Chrysler, redecorating his house, and attending to a score of other activities at the same time.

Bill Simon was as anxious as a prospective father in a maternity waiting room as he scanned the skies for signs of rain during the drought. The reason—a large garden that was withering on the vine.

Heavy tinning, another ruralite, reports 280 pullets which will be laying by fall. Not bad, out of 300 baby chicks.

Vacation Notes—Arthur Stetor resting up from the Route 4 Parkway Bridges . . . Fred and Mrs. Hunter driving to Montreal and Quebec over the Memorial Day weekend . . . Harry Lefferson back from his annual hunt to Maine . . . Arthur Lichtenberg and wife relaxing for a few days in Atlantic City . . . and Loren Shortz taking a flying trip up to Kingston, Pa.

Florence Frank recently accepted a transfer to the Newark Office of Survey and Plans. This brings her work about fifty miles closer to her home in Lindhurst. She takes with her our best wishes.

Sven Hedra recently entertained a former college classmate from Sweden on successive weekends. He said of things to talk about for "long time no see."

The Bridge Division was deeply shocked at the recent death of Dave Lawabe. Through the course of years Dave had endeared himself to all through his high sense of sportsmanship and fair play. He came out of the recent war, in which he served as a lieutenant in the Sea Bees, in failing health and never recovered the vigor that was part of his earlier make-up. He was in every sense a war casualty and his passing leaves a void which cannot be filled.

Jim Weissel, having completed his junior year at Princeton, is with us again as a summer employee.

Welcome to Leonard Busch and Ted Kiselewicz, graduates of Lehigh and Rutgers, respectively, who have joined the Bridge Division.

## 10-Year Club Outing At State Fair Grounds Saturday, August 13

The annual outing of the Ten Year Club will be held on August 13 at the New Jersey State Fair Grounds in Trenton, according to Edward J. McCordell, chairman of the entertainment committee.

It was felt that with a membership of almost 1,000 it would be necessary to secure an outing site which would afford adequate facilities for a large number.

Tickets have been priced at \$2.25 and this amount will cover both food and refreshments for the day.

The Fair Grounds is located on Nottingham Way (Rt. 38 at Trenton). There will be the usual athletic contests including quilts and softball games.

## ELECTRICAL FLASHES

JOSEPH MAHAN

Tony Russo has just returned from vacation at Wildwood where he spent one day on the beach, two days in bed nursing his sunburn, and four other days.

Bill Widmann, now on vacation and motoring across country, writes from Yellowstone Park: "Made snowballs out of last winter's drifts country is beautiful beyond words, having grand time." We sure would like to have some of that snow!

Mr. and Mrs. William Rasmussen celebrated their 25th wedding anniversary on June 25 by entertaining their bridal party, families and friends at a lawn party at their home in Trenton. Our congratulations and best wishes to you both.

We all wish the best of luck to Mitchell Mastrangelo, draftsman, who left on July 16, and hasten to welcome Frank Gapez, and Thomas Lamb, Fernwood, and Frank Chirichella, Alfred Garrett, Jr., Leroy Bauer, and Elmer Rothery, bridge tenders.

Happy to report that Dan Glendinning, bridge mechanic, who was seriously ill with a throat infection, has recuperated and is back with us as hale as ever.

George Pepper, Jr., of Manasquan is now at Pine Camp, N. Y., on summer training duty with the N. J. National Guard. Sergeant Pepper is one of the key men in the QM section and is a member of the advance party which has everything arranged for the arrival and training of his battalion.

## PROJECTS PARAGRAPHS

E. L. MEYER

Frank Reilly, senior projects engineer for Hunterdon County, has been quite ill for the past few weeks and his work has been taken over by Sam Hays. We understand he is improving steadily.



When Jesse Brannin of Projects took Jim Harding on a recent fishing trip aboard his boat, this unstaged photo resulted. Jesse is the sympathetic figure in the foreground. No report as to the number of fish caught was submitted.

Betty Meskill has returned from her vacation in Europe and is once again hard at work. Mrs. Sherman, who substituted for Betty, is now working for John Fransen in the Federal Aid Office.

Inspector Dan Procaccino and Mat Hann have left the office again to work on roads.

Three new temporary employees are now working in the Projects Office. Miss Rose Marie Haller, of Lator Street, Trenton, is assisting Dick Glasgow with his many duties. Robert J. Russell, of Trenton, and Albert Rasciatti, Jr., of Lambertville, are aiding John Rublman with the auditing.

After a honeymoon in Canada, Joe Aiello is once again amongst us a very much married man.

## LOOKS BACK ON THREE DECADES WITH THE HIGHWAY DEPT.

On July 21 Margaret H. Mulhearn completed 30 years with the State Highway Department. In so doing she becomes the first member of her sex to look back on three decades of employment in the fine art of building highways in New Jersey.



MARGARET H. MULHEARN

Back in 1919 when Margaret first came to the Northern Construction Division as secretary to C. A. Burn, the present Acting Assistant State Highway Engineer, the Department was still utilizing convict labor and roads were laid with steam concrete mixers. Few, if any, dreamed of the day when dual-lane super highways would be needed to handle "America's greatest highway traffic."

But during the intervening 30 years Margaret has kept abreast of the times. In fact, a few years ago she decided that there was no particular reason for remaining single and she dropped her maiden name of Hennessey and is now married to James Mulhearn, office engineer on the Route S-3 construction.

THE HIGHWAY extends congratulations to this veteran employee and wishes her many more years of active participation in highway affairs.

## HOW ABOUT MORE OF YOUR PHOTOS FOR THE HIGHWAY?

The photographs published in recent issues of THE HIGHWAY have been sent in almost without exception by our readers. They recorded the day by day events of Highway men and women in a candid manner and were, for the most part, the work of amateur photographers. But they are in-teresting and therefore much desirable.

This is the season when a lot of people are outdoors doing a lot of things. Make a camera record of such events whether it is an office picnic, a snapshot taken on your job, a noonday gathering outside the office, or just a picture you think someone else might be interested in seeing.

Get as many faces into each picture as possible and send us a print. Perhaps it's just the picture we're looking for. In any event you are only our postage because all photos are returned to the sender, whether used or not.

## AFTER LIVING IN CALIFORNIA JOHANNESSEN RETURNS TO THE EAST

Sigvald Johannesen, former head of the division of Planning and Economics, has returned to the Trenton area after a sojourn in the far West.

Not only has Mr. Johannesen shown a preference for the Garden State over more publicized areas, but to prove his loyalty to New Jersey he is at present building a ranch type home outside of Princeton.

Mr. Johannesen has paid several visits to the Highway Department recently and appears to be in the best of health and enjoying a well-earned retirement. We wish him much joy in his new home which will be finished in the early fall.

## Administration Division

BILL WARD

A daughter, Susan, was born to Helen and Frank Dunn on July 6 at St. Francis Hospital.

Remember Mr. Blandings? Fellow who built a house? Forget him! We have someone nearer home. Frank Gephart, our ace photographer, decided to have a house of his own, so he went and built one himself. One year from the date he dug up the first spadeful of earth he moved into his home. Gen spent all his spare time on the construction and was assisted, at different times and with different degrees of skill, by Chub Busker, Bill Wildblood, Pete Cimbal, Tom Harcar, Tony D'Stefano, and Betty W. Cimbal. Anybody wanting to build his own house just drop down and see Gen and he'll give you the benefit of his experience. Says all problems can be met with a little patience and common sense. If you don't have them, no use building, go out and buy one.

The Trenton Freeway construction work on the site of the old canal has attracted a large and interested audience. Most popular feature to date is the steam shovel. Other phases of the work drew some crowds but the steam shovel packs the rail along State Street. Everybody is watching the show. A good one, too.

During the late drought the farmers in our office were a sad sight. One of them, entering Eddie Ristow, our weatherman, to learn when it was going to end. It got so that when Eddie could give them no word they began to blame him for the drought. All a weatherman can do, Eddie says, is to predict the weather, can't make it.

This appeared in a paper: "Wanted—Actual motion picture footage of verified psychic phenomena. Need authentic scenes of haunted houses, poltergeists, lycanthropy, werewolves, vampires, and other preternatural manifestations." I look around the attic and see what you got, will you?

Harold Rice caught a 10-lb. fluke while on a fishing trip. Rival fishermen in the office, jealous of the catch, refer to it as a "goram mat." Door mat or fluke, 10 pounds is a lot of fish. . . . Tom Harscar shows signs of becoming quite a golfer. Having just taken up the game, he's now trying to break 90. That's progress. . . . Eddie McElroy, our violinist, was seen pushing a hand truck, much bigger than himself, down the corridor. "Practicing for the bull fiddle?" Frank Kimble asked. No bull.

Edward W. McCordell, Jr., son of Paymaster Ed McCordell, was married to Dorothy Schoeffel, daughter of Col. Charles H. Schoeffel, superintendent of State Police, on Saturday, July 16. Young Ed is an assistant attorney general and a member of the law firm of Jamieson and Walsh of Trenton. He formerly did summer vacation work for the Highway Department.

Congratulations to Mr. and Mrs. John Rockford who celebrated their 33rd wedding anniversary on June 28. Also to Mr. and Mrs. Al Riest who celebrated their 35th wedding anniversary on June 30.

## LAYING CONCRETE 30 YEARS AGO

Here is another in a series of old-time photos of State Highway construction from the collection of Harry Stover. It shows a steam concrete mixer working along Route 13 (present Route 27) near Franklin Park, a section of the then famous Lincoln Highway. To the right behind the aggregate pile can be seen one of the small batching cars that ran on tracks to the hopper of the mixer. If any of our readers have unusual old pictures of this nature, THE HIGHWAY would be glad to publish them from time to time.

## EQUIPMENT ITEMS

JAMES O'ROURKE

John Leedom, mechanic at Fernwood, looked grand on May 21 with his tux and white boutonniere when he was called upon to present the hand of his daughter in marriage to Edward Slavin at a nuptial mass in St. Joseph's Church in Trenton.

Frank Smith, truck driver, took his usual bus-man's holiday for his vacation, only this time he fooled the boys and went by train to Hollywood, Calif. After taking in all the sights he went back to his old love and wound up with a bus tour all through southern California.

Elmer Stam, mechanic's helper at Fernwood, and Miss Dorothy Gelak were married on May 30 at St. Anthony's Church Rectory in Trenton. After a two-weeks honeymoon trip through the New England states the happy couple are at home in Trenton.

Bill Beers, son of Jake Beers, who was employed as a garage attendant at Fernwood for a short time, forsook the State of New Jersey and departed for the shores of California. Bill served a two-year stretch of Army duty at San Francisco, met and married a girl from that area and hopes to make his permanent residence there.

Sympathies of Fernwood are extended to William Moran, core drill operator, on the death of his sister who passed away very suddenly at his home in Trenton. Also to Dan McDonald, core drill operator, on the death of his father who passed away at his home in Trenton after a short illness.

Mrs. Mary Torini and Louise Torini, wife and daughter of Don Torini, Fernwood mechanic, were severely injured in an automobile accident on July 10. All of Fernwood joins in hoping for the speedy recovery of the injured persons.

On May 31 Carl Leser took off from LaGuardia Airport bound for his birthplace in Copenhagen, Denmark. After a wonderful trip of 17½ hours flying time, he arrived safely at his destination. The month of June was spent with his brothers and sisters and members of their families, some of whom he had not seen for over two years. Carl returned to the States by air and covered the distance in about 18 hours on the return trip.

The Governor stated further that he had no intention of seeking a higher gasoline tax, declaring that "we are going to keep our taxes lower than those of surrounding states."

In referring to the 8-mile section of Route S-3, which was completed between Route 6 at Great Notch and Route 3 at Hackensack River in East Rutherford at a cost of \$11,000,000, Governor Driscoll said it was "the forerunner of more and more of the most modern highway construction in which we are presently engaged."

Ribbon Is Cut  
Harry L. Derby, a member of the State Department of Conservation and Economic Development and one of the early advocates of Route S-3, cut the ribbon designating the official opening of this vital traffic artery which forms a direct connection with the Lincoln Tunnel. After the ceremonies the Governor, escorted by Commissioner Miller who had presented him to the assemblage, and Mr. Derby, became the first person to cross the Passaic River bridge section of the new highway.



VOLUME VIII — NO. 2

TRENTON, NEW JERSEY

SEPTEMBER—OCTOBER, 1949

## GOV. DRISCOLL ASSISTS IN RIBBON CUTTING



It was a happy occasion as Governor Alfred E. Driscoll (right) and Commissioner Miller assisted Harry L. Derby with the ribbon cutting ceremony at the official opening of the last link of the 8-mile stretch of Route S-3. A crowd of 5000 persons was present as the Governor made the principal address.

## Governor Driscoll Opens Last Link Of New Highway

## Says Highway Program Must Go Forward

In officially opening Route S-3 to through traffic on September 12, Governor Alfred E. Driscoll said that New Jersey's highway program must go forward unabated in order to keep step with industrial development. He labeled as "ill-informed" those who would cut the State's budget—which he said was one of the lowest in the nation—by reducing the number of proposed highway construction projects.

To do that, he told the assembly of 5,000, would mean unemployment to many thousands of workers and impede the State development by failing to meet the demands of modern motor transportation.

The Governor stated further that he had no intention of seeking a higher gasoline tax, declaring that "we are going to keep our taxes lower than those of surrounding states."

In referring to the 8-mile section of Route S-3, which was completed between Route 6 at Great Notch and Route 3 at Hackensack River in East Rutherford at a cost of \$11,000,000, Governor Driscoll said it was "the forerunner of more and more of the most modern highway construction in which we are presently engaged."

Ribbon Is Cut  
Harry L. Derby, a member of the State Department of Conservation and Economic Development and one of the early advocates of Route S-3, cut the ribbon designating the official opening of this vital traffic artery which forms a direct connection with the Lincoln Tunnel. After the ceremonies the Governor, escorted by Commissioner Miller who had presented him to the assemblage, and Mr. Derby, became the first person to cross the Passaic River bridge section of the new highway.

# The HIGHWAY

## "DEATH STILL RIDES OUR HIGHWAYS"

The total of 550 deaths—374 in automobile accidents over the Labor Day weekend prompted Ned H. Dearborn, president of the National Safety Council, to exclaim, "It is enough to make every American sick at heart. A nation posing as civilized has given a shocking exhibition of mass indifference, recklessness and an insatiable craving to show off. It is time the country took steps to stop it."

There can be no doubt that this death toll is a reflection on our boasted civilization. It portrays a lack of reverence for life which we sometimes ascribe to peoples in other lands who have not the benefits of our mechanized life. Yet a greater percentage of our population each year are killed in motor accidents than are killed by any people by any means. It is truly a "shocking exhibition of mass indifference."

One newspaper columnist writes, "The mass indifference and recklessness . . . would not be so evident on all sides if the operators of automobiles thought for a minute that they would have much trouble 'getting out of it.' The showoffs . . . wouldn't show off so much if our enforcement agencies didn't handle them with kid gloves."

We are told that one of the reasons for these road fatalities is excessive speed. That is true. Speed is on the upswing. The average motorist has yet to learn the simple rule in physics that a car traveling 50 miles an hour goes 73 feet a second; a car traveling at 60 miles an hour 88 feet; and 70 miles 103 feet. A car traveling at 60 miles an hour can't be stopped in less than 484 feet. We also know that to drive a car at rapid speeds requires perfect coordination. Alcohol and gasoline do not mix. Drunken drivers cannot control themselves, much less their cars. Witness the tragic death recently of Margaret Mitchell of Atlanta, the gifted writer and author of "Gone with the Wind," in her home city in Georgia by a truck driver who had been arrested more than 20 times for drunken driving.

The three E's of Highway Safety sometimes appear to be Enforcement, Enforcement and Enforcement. If we are to have an all out crusade against murder we shall have to review even more critically our practices and methods of prevention.

No one—much less a State Department—can point the accusing finger at the other Department for this mass indifference. We are all involved in this present predicament. Everyone and every Department must do its part—engineers no less than State police and motor vehicle agents—to end this indifference. The engineer must design the safest roads; the car manufacturer must build the safest cars. The educator, too, has a task to perform in public education concerning highway safety which is non-transferable.

One thing is clear—we need our best minds, our best wills and our best ways to end the shocking toll of accidents. We can have highway safety if we will it and it will not be denied its beneficent objectives.

Spencer Miller, Jr.  
State Highway Commissioner

## Retired Construction Man Confined to Hospital

John Davis, retired inspector, for over 25 years attached to the Construction Division, has been confined to the Pitkin Memorial Hospital near Ashbury Park for the past three months following a severe heart attack. Mr. Davis would appreciate having visitors from among his many former associates at any time. He can be found in Room 128 if you are in the vicinity, so why not drop in some day soon.

## 10 YEAR CLUB ANNUAL DINNER

Ten Year Club President Kenneth Craft announces that the Annual Dinner of the 10 Year Club will be held on Monday evening, November 7. This is the day before election. Arrangements for this year's affair are being handled by a committee under the chairmanship of Edward McCordell, 1st vice president. As in many former years, the Annual Dinner will be held at the Stacy Trent Hotel in Trenton.

## 25-Year Veterans To Receive Awards At 10 Year Dinner

Thirty-nine veteran employees who have completed 25 years of service with the State Highway Department will be honored at the Annual Dinner of the Ten Year Club on November 7.

In addition to these men who will receive gold pins, another even larger group of 20-year men will receive silver awards. The following is a list of the men who are entitled to receive their 25-year pins on this occasion:

Wesley Bates, F. E. Beck, Ronald W. Beck, Guy Cavagnaro, Frank Cherry, Thomas P. Duell, John T. Deter, H. H. Dieffenfer, Fred C. Dileo, Peter E. Ehardt, Chas. J. Fleck, Louis Carrello, Henry Heck, Harry R. Hill, David L. Howell, John H. Huber, Harry Hunter, Mr. Marchetti, Michael Missoni, Thomas P. Pierce, Charles P. Redrow, David B. Rodman, W. L. Rogers, Thomas Rosato, Barney Ruderman, W. J. Ryan, Charles L. Sagers, Wilson Sharpe, Samuel Schell, H. C. Short, R. E. Simon, C. C. Smith, Charles H. Spence, Wilbur H. Spencer, B. F. Stokes, Ralph B. Titworth, M. L. Veil, H. Voorhis, and W. A. Weatherly.

## Highway Bowling Gets Under Way

With the prospects for a close race in the office, the same eight teams which comprised last year's league faces the barrier on September 19 for the start of the 1949-50 season. Defending champions, the Fernwood GL's, under the captaincy of Al Szombaty, cannot afford to rest on their laurels because several teams have materially strengthened and are out to upset the record.

Bowling will take place on each Monday night at the Polish Falcon Club, 100 North Olden Avenue, in Trenton, according to Jack Washburn, league president. Together with George Collins, league president, and Tony Crea, secretary and treasurer, Washburn is looking forward to the most successful season in the league's history.

The other captains are: Machine Shop, Merton Lawrence; Guards, George Washburn; White Line, Frank Baker; Electrical, John Lyons; Equipment, George Collins; Painters, Clifford Martin; Inspection, Robert Steele.

Team Standing as of Sept. 27		
Team	W	L
Electric	3	0
White Line	4	2
Machine Shop	4	2
Inspection	4	3
G.L.'s	3	3
Guards	2	4
Painters	1	5
Equipment	1	5

## S. E. Bullock Transferred To Planning & Economics

Samuel E. Bullock of Flemington has been appointed Assistant Director of the Division of Planning and Economics by State Highway Commissioner Spencer Miller, Jr. Prior to assuming his new position with P & E Mr. Bullock served for several years as assistant to Harold Giffin, Supervising Engineer of Survey and Plans. He is a veteran of both the Construction and Survey and Plans Divisions, having entered the employ of the State Highway Department in July, 1917.



## THE HIGHWAY

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In the Interests of Its Employees  
W. CARMAN DAVIS, Editor

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### THE GOVERNOR'S SALARY DIRECTIVE

The bold action of Governor Driscoll in correcting some "obvious errors" under an interpretation of the Civil Service Commission, in the revision of salaries in the State Service under Chapter 27 of the Laws of 1949, has done a good deal to end the doubts that "salary revision" was a phrase to be mouthed rather than a policy to be administered NOW and not on July 1, 1950. The Governor's directive has done more—it has restored the morale of the employees and given to each of them both the hope and the belief that each employee will be "treated justly and equitably."

The procedure established for all employees who wish to appeal from the proposed salary revision is to present their appeal to the Civil Service Commission. It will, however, make for an orderly procedure if the Highway Department is informed of such appeals and the action taken by the Commission. The Department is no less eager than individual employees in the outcome of these appeals.

### SURVEY and PLANS

FRED C. CLAUS

#### UPPER MONTCLAIR

Frank Spagnola

Let's start the column with babies—beautiful babies. It was a girl for Mr. and Mrs. Nick Tancardo, and for the Rocco Di Giacomo family it was a husky male. Nick still trails Rocco—score, 2 to 3.

New faces around these parts are: Joseph Graziano, Jr., engr., and Frank Barrows, engr. J. G. is currently with Chief Bill Kunzler on the Secaucus Relocation project, and F. B. is with Chief Nick Amato on the Palisades Parkway job. O yes, Ivan "Ken" Packer is now one of us—he's an assistant engineer, assigned to office duties, and what a guy know—Principal Engineer Bill Bloss of the Newark Office is a temporary guest in our office. Bill is working on a very special assignment!

We are losing our temporary summer employees. They are: F. Vesio, J. Brown, F. Tipping, J. O'Connell, E. Duxbury, and T. Neville. They're back to their "book larnin'" at the colleges. An "au revoir" also to Joseph Artusio, Jr., engr.—he's taking a one-year leave to continue his education at the Newark College of Engineering.

**BITS OF CHITS**—Norm Sanwald is doing better work (if that's possible). His new workbench is next to a nice big window. . . Chas. Hirst sure makes like the crow flies for West Point Pleasant each Friday night. He has a nice place down there. . . Chief Della Torre and his survey gang took some rugged cross-sections out on Route 25—they were 800 feet long. Up slopes so steep that they had to take slope distances and vertical angles. Saw Bill Kunzler yesterday—he's looking good. . . Haven't seen Chief Harry Gornitzky or his field crew for months—wonder how they are doing on the Route S-4 project? . . . Yes, and Chief Babler, Fuca, and Demarest, and their parties on Route S-3, which is nearing completion—long time no see—reports, though, they are all up to par.

**RE. VACATIONS**—Coupe and family spent two nice weeks down at the shore. . . The Englishman family excursioned by auto to Buffalo and Niagara Falls. . . Matchett and family enjoyed a week visiting relatives in Penn. . . Kettlewood used some of his vacation time working "hum on the farm". . . Weiss used some of his affixing his new home. . . Simpson did the same, renovating the old homestead.

## THE HIGHWAY

### BRIDGE BRIEFS

CHESTER P. SMITH

Morris Goodkind attended a convention of the American Society of Civil Engineers at Mexico City in July.

H. R. Gabriel, former principal engineer at the Bridge Division, is now taking care of bridge work out in Ohio. He and Mr. Garwood are thinking of returning but have not decided when or where.

George Gordon is studying for his Master's Degree at the Newark College of Engineering. He recently dropped an idea into the suggestion box which has already been adopted. Heartiest congratulations to George.

George Heffernan is personally building a garage which is now nearly completed.

Hedin and Patrick inspecting the Route 25 mile long viaduct from South Street, Newark, to the Pulaski Skyway.

Michael Tristan, in the hospital eight days, is now at home recuperating. Get well soon, Mike.

Leonard Busch has just become engaged to Miss Ruth Rudnick of Philadelphia and he looks very happy over it. Congratulations!

**VACATIONS:** J. H. Patrick fishing at Forked River Inlet. J. M. Furry at Orley Beach. . . Dorothy Jakubian at Glenside Hotel, Atlantic City. . . Marcel Ludsky at Asbury Park. . . Phil Burch visiting his brother in Maryland and a side trip to Williamsburg, Va., the town restored to Colonial days by Rockefeller; also to Wakefield, Va., and Stratford Hall, Va., birthplaces of George Washington and Robert E. Lee, respectively. . . Yours truly at Ocean Grove. . . C. Petersen in Portland, Maine. . . and W. H. Spencer at Wildwood.

**VISITORS:** Jim Whitehead, who is on duty at Route 28 and Route 29, Section 1-A. . . Jack Sheehan reports that one side of the big double box culvert is carrying the Assumpcion Creek. . . Bill Campbell of Highland Park, "the boy" who walked off with the prize for telling the best joke at the 1948 Bridge Division Convention. . . Major Herbert Goodkind has taken on weight since returning from the late war. . . Mr. Fritzsche's mother, who is 80 years young, broke her leg as the result of a fall. We wish her a rapid and complete recovery.

The Division was shocked to hear that Max Wagner's daughter, aged 7, contracted polio while visiting at the shore. The pompous, a. . . and W. H. Spencer at Wildwood.

**British Publication Praises Suggestion Systems**

A recent British publication bearing the imposing title, "American Management Techniques and Practices and their bearing on Productivity in British Industry" carried an interesting section dealing with the success of the Suggestion Box Plans in American industry.

In commenting upon the Suggestion Box, the writer Mr. A. P. Young, says, "They show democracy in action and at its best. Every member of the team has an opportunity of infusing his creative thinking into the managerial control, and I can imagine nothing more satisfying to anyone than to see his own ideas in action, making their appropriate contribution to productive efficiency."

The booklet has been dedicated by its author to "Spencer Miller, Jr., whose friendship is a living source of inspiration and strength."

Anyone interested in the installation of new or second-hand oil burners should consult Ed Houghton or Ed Miller. They haven't tried them out in cold weather yet, but we'll get reports shortly.

**VACATION NOTES**—Harold Lang vacationed at Orley Beach. . . Al Desimone at Seaside Heights. . . Lew VanBergen spent a couple of weeks at Manasquan. . . Harry Stover enjoyed a week of dividing his time between his home in Planders and the Stover summer homestead at Irwina, Pa. . . Ralph Perry is visiting his family at Westwood, Mass. . . Bill Kaufman enjoyed a two-week sojourn at Cape Cod. . . and some

### BRIDGE DIVISION PICNIC



Charlie Fox tosses a snail for the hub while Joe Malone, Chet Smith, Joe Stanley, George Gordon, Ted Kisselwitz, Phil Burch, and Leonard Busch look on. Fox and Wilbur Spencer proved to be the champs in this outstanding athletic event of the picnic.



Penny ante holds the attention of J. W. Ertle, Ed Hart, Ralph Tittsworth, Jack Koffler, J. J. Krieg, J. E. McKeever, and W. F. Holstrom at the recent picnic held by the Bridge Division on the Rossett farm, near Brownsburg, Pa. Judging from the expressions of the players, a big pot is in the making.

### PLANNING and ECONOMICS

B. T. PATTERSON

The Division was shocked to hear that Max Wagner's daughter, aged 7, contracted polio while visiting at the shore. The pompous, a. . . and W. H. Spencer at Wildwood.

Our director, Otto H. Fritzsche, also had an unfortunate occurrence in his family. It seems that Mr. Fritzsche's mother, who is 80 years young, broke her leg as the result of a fall. We wish her a rapid and complete recovery.

A hearty welcome is extended to Arthur J. Quinn, Mr. Quinn, formerly with E. R. Sherbaum, safety engineer, at present is doing special studies on highway safety.

We thought Werner Sonntag was joking when he told us that three string beans from his garden made an ample serving for two. He confirmed this story by bringing in two of the vegetables that measured about a foot long.

Vacation-bound: Helen Tallon to Atlantic City for a well-earned rest. . . Tom Frascella to Florida for a planned two weeks. We wish both Helen and Tom many happy sunny hours.

Rita DeVaney has just returned from a motor tour in Canada. We understand that Rita visited the famed St. Anne de Beaupre Shrine near scenic Quebec.

John Steward, our own nature boy, is in his glory being relief for field employees who are on vacation.

**TEN YEAR CLUB ANNUAL DINNER**  
NOVEMBER 7th

### Glamor Gossip

DORIS and JOAN

Well, gals, it's almost time to put that bathing suit away in moth ball and drag out those swimsuits and beach clothes. If you've been waiting for some gossip on our late vacation, here it is.

Dorrie Jants spent two weeks on Seaside and as yet haven't received any card or word from us. We presume she's lived the life of Riley.

Marion Sheko spent a week in Seaside and with the exception of a change of 7 swimsuits accompanied by the Doherty and Joan. . . Dorrie Jants spent two weeks on Seaside and as yet haven't received any card or word from us. We presume she's lived the life of Riley.

The immediate office of the Maintenance Division spent a very delightful day at the summer home of Mr. and Mrs. Alex Muir and daughters at Culver Lake. The girls who attended were Mrs. Tony Kuhn, Mrs. P. L. Voss, Mrs. Charles Doherty, Mrs. Norman Horner, Mrs. Helen Hunt, Vinnie Beckner, Florence Millerick, Dorrie Jants, Eleanor Elston, and Doris DeCarlo. We had a perfect day and the food was super-special. . . couldn't have been otherwise with a chef like Mr. Muir. Ella Moore and Joan Petry were unable to attend as they were vacationing.

During the trip up to Culver Lake, Florence Millerick tried to impress the driver of her car with the fact that the gasoline was getting low and that it might be a good idea to fill up. Her decided preference for Esso stations is unexplainable, unless, of course, this is "Standard" practice.

A cordial handshake and welcome is extended to Freda Landin who began her career with the Administration Division on the first of September.

The State House Annex once again has regained the quietness it lost when summer began. This can only mean that the college fellows have gone back to the grind. But cheer up gals, you can continue your romancing about eight months hence.

Sincere sympathy is extended to Lillian Naples upon the recent death of her father who was a resident of Princeton, N. J.

The persistent hot weather of June and July caused the postponement of several birthday celebrations at 148 W. State Street. As a result a quadruple affair was held in the cooler weather of late August at which Dorothy Brown, Rita De Vane, Margaret Gibbs, and Marion Hester were feted. The hostesses on this occasion were Helen Tallon, LaRaine Doherty, and Florence King.

Congratulations to Helen and Joe Tallon who celebrated their 25th wedding anniversary on September 17.

See you in the next issue. Bye now.



The gracefully curving arches of the New Dover Road Bridge span an unpeopled section of Route 4 Parkway in Woodbridge Township. An interesting note is the manner in which the center island mounds up as approaches the bridge, not only affording an added safety measure, but utilizing the approximate curve of the arches, enhancing the aesthetic qualities of the structure.

### MAKES HOBBY PAY



Bridge attendant Bernard Golden, when not raising or lowering the Route 4-N Bridge at Belmar, takes to the air in a Stearman biplane and photographs areas of Monmouth and Ocean Counties. What started out as a hobby has now developed into a business occupying a large part of Golden's spare time. Besides aerial photography, this Highwayman finds time to act as secretary of the Jersey Aero Club, the largest flying organization in the State, and to assist with the secretarial work of the State Bridge Employees' Association.

### Construction Comments

G. H. CONNER

Have you noticed how studious our over-excitement have been lately? Well, don't be misled, most of them are really trying to figure out the insurance dividend they should receive.

Frank Kowar, Jr., engineer on Interstate Parkway, is a retired U. S. Army veteran, having 23 years of service. Frank must have found the Fountain of Youth in his travels because he doesn't look much more than twenty-three years of age.

Larry Kavanaugh had a serious operation from which he is slowly recovering, but he still retains that smile.

Joe Adrosko, our physical culture advocate, fell off a ladder which laid him up for several weeks, but Joe is in the "pink" again.

Harry Shorkley, Jr., engineer, is in West Hudson Hospital with pneumonia. We hope he will soon be back with us.

Congratulations to Helen and Joe Tallon who celebrated their 25th wedding anniversary on September 17.

See you in the next issue. Bye now.



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## THE HIGHWAY

### Maintenance Notes

CHARLES J. DOHERTY

A few weeks ago members of the Maintenance Division office, together with their wives, spent a most delightful Sunday at Mr. and Mrs. Muir's summer home overlooking Culver Lake in Sussex County. Both Mr. Muir and his wife, excellent hosts, were out at times trying to satisfy some of the abnormal appetites, but, with the able assistance of their two daughters, they managed quite well. One of the highlights of the day was a trip led by Mr. Muir, up to the top of Sunset Mountain in Sussex County State Park, where we were able to command a wonderful view of the surrounding country. About sunset it became our privilege to witness a most unusual religious service. A barge, equipped with an organ, made its way to the middle of the lake. Upon reaching its anchorage, numerous small boats converged upon the central point. The service, with its beautiful music, lasted the better part of an hour and was thoroughly enjoyed by everyone. When the party finally broke up, everyone was agreed that a good time was had by all.

George McCann recently took his boat out for deep sea fishing. He reports that he had a pretty rough time with the ocean, but quite a bit of luck with the fishing. Some of the big ones managed to get away, however.

Bus Walklett, returning from a vacation at the shore, reports that he, too, got in quite a bit of fishing and that he had the usual run of bad luck one day and good the next. Bus says he must have been using the wrong kind of bait on those bad days.

Warren Oldham, picked Atlantic City and spent the week-end and says that he is rapidly developing a bad case of bunions from patrolling that long boardwalk. He sent his cards, though, in fact we were literally swamped with them, each person in the office receiving one. He must have spent a small fortune in post cards alone.

We wish to extend our sympathies to the family and relatives of Otto Kramer, whose death occurred on August 28. Mr. Kramer had been with the Maintenance Division since 1935 and had worked under Foreman Desio.

Russ Geller reports that he has just acquired his first pair of bifocals, and that if he seems to be walking around seeing double it isn't due to what some people might think, but just that he hasn't yet become accustomed to them before he could move in? A clue will be found in the by-line at the top of this column.

Anon. Contribution: Who do you think bought a lot and worked his hands full of blisters constructing a house and then had to wait for a hot water system before he could move in? A clue will be found in the by-line at the top of this column.

Ryan, traveling to Niagara Falls and Canada.

Abe Watow, while inspecting the manufacture of traffic paint at Baltimore, Md., had as a co-worker a gentleman from Mississippi who was doing similar work for his home state. The gentleman from Mississippi was very much impressed with our highway system, particularly the fine traveling he was able to do on a trip to New York City. However, he could not understand how our illuminated directional signs were in such good condition. He claimed that in Mississippi the lights would be continuously shot out by gun shot and that in his State the markers used for designating routes looked like the main target in a shooting gallery.

Fred Baumann recently became a grandfather—Mr. and Mrs. LeRoy Baumann being the parents of a son and heir, Peter Lee Baumann.

### Administration Division

BILL WARD

During the summer the members of the Mail Room staff and their friends held an outing on the shores of Carmine Lake at Princeton. All arrangements were handled by Peggy Loveland and Frank Herrera. A communique from the Mail Room reveals that softball, quilts, canning, and other sports were enjoyed, with hot dogs, toasted marshmallows, etcetera, in between times.

Note to Mail Room: Was the "electrical" cold?

Some idea of the difficulties which beset the Trenton ball team this past year came to light when Kermit Bonner announced his regular seat had been located between second base and third.

Right on top of the play!

Bob Kuhn, son of Charlie, had some of us puzzled for quite a while by his repertoire of songs that were popular twenty or thirty years ago. It turned out that Charlie Kuhn has saved all the records he bought those days and that was the source of Bob's repertoire.

Hi, Charlie! If some of the old rusted blades here would like to hear them again, do we ring the bell or just walk in?

Readers of this column who still remember the masterful navigational skill with which David Rodman guided the "Delaware Belle" last year will be pleased to learn that the "Commodore" was again entrusted with the command of the Annual American Legion moonlight sail on the Delaware.

John Egan went up to New York to see some friends off to Europe. Anyone finds time to a ship called "I quote"—"Eel de Frawnee"?

Leonard Leighton was such a regular attendant at the Musical Circus at Lambertville this past summer that the members of the cast fell into the habit of nodding and waving to him as they made their appearance.

A casual fellow, that George Dederick, walked into a place on a Saturday afternoon, picked out a Buick, and drove it home on Tuesday. Says he could have had it Monday, but he wanted some details changed. What he means is that, as it stood, it didn't match his sportcoat.

Tony di Stefano, affable member of the Mimeograph Room staff, writes sports for the Trenton Times.

Deepest sympathies are extended to Bill Wildblood upon the passing of his mother, Mrs. Lizzie Hassall Wildblood, of Trenton, on August 9. Mrs. Wildblood was in her 77th year.

Condolences are also extended to Charlie Engenach of the Commission's office. His father, George Engenach, passed away on August 12.

"Air Force Wants Bachelors"—Headline. Ladies first, Bub.

**10 Year Club**  
**ANNUAL DINNER**

Stacy-Trent Hotel

**Nov. 7th**

Be Seein' You



## OUTING COMMITTEE OF TEN YEAR CLUB



The men who did the arranging and real work at the Ten Year Club outing are shown above with their chairman, Ed McCordell. From the left (standing): Russ Parker, John Gulch, McCordell, Jim Malloy, Sven Heddin, Tony Crea, Clarence Seales, John Rochford, Club President Ken Craft, Louis Galloni, Mike Lesnak, Paul Pettit, and Frank Matzer. To these fellows fell the job of seeing to it that about 200 hungry and thirsty men were taken care of throughout the day. They performed this task with distinction.

## ELECTRICAL FLASHES

JOSEPH MAHAN

Our congratulations are extended to the operating personnel of the Route 35 Inland Waterway Bridge who have been commended by the Point Pleasant First Aid Squad for their splendid cooperation and efficiency.

In similar vein, the men on the Rt. 4-N Shark River Bridge have received a letter from the Mayor of Belmar citing their fine work in connection with the 1949 Tuna Tournament which was recently concluded.

Their vacations over, Mr. Hays, Bill Widmann, Dot Hudak, Frank Haffish, Al Wright and Tony Russo are back on the job.

Welcome to recent additions: Bill Ansell, Michael McFaul, and Elwood Ellis, assigned to Fernwood.

Izzy Friedman expects to move into his new house at 20 Stokes Street, Freehold, on October 1.

Back from a serious operation and ready for work is James Gallagher, bridge operator, of Highlands, and we are also pleased to note the recuperation of Frank Crasing, Ward Dean, and Norman Hope, bridge operators.

The personnel complement of the new Route 8-3 Passaic River Bridge is now complete, and the new crew, under leadership of Charles Simonton, chief operator, have taken over.

## PARKING AND TRAFFIC SOLUTIONS DISCUSSED WITH GOVERNOR

Plans Made to Relieve Congestion in Vicinity of State House

In an effort to work out a solution to the increasing traffic congestion and parking problem in the vicinity of the State House, Governor Driscoll met with members of the Trenton City Commission and State Highway Department on September 27. For a number of years traffic and parking have assumed increasing importance in this location and it was for the purpose of working out an adequate relief plan that the Governor called this conference. Among the decisions arrived at and which will be put into effect without delay are the following:

Lafayette Boulevard running along Stacy Park in the rear of the State House will be converted into a divided highway.

Rotary traffic in one direction will be established around the War Memorial Building.

A parking lot of 400-car capacity will be constructed in the vicinity of the Douglas House.

In Stacy Park and parking will be abolished on the south side of State Street in the vicinity of the State House. Parking will also be prohibited around the War Memorial Building and along the Boulevard.

The Governor has ordered the Attorney General to prepare legislation giving the Trenton police supervision over traffic and parking enforcement on State property affected by this improvement.

The Highway Department was represented at this meeting by Commissioner Spencer Miller, Jr., Acting State Highway Engineer Edward W. Kilpatrick, his assistant, C. A. Burn, as well as Harold W. Giffin, O. H. Fritzsche, and Wesley R. Bellis.

## Over 400 Attend Bridge Division Annual Outing

State Highway employees, contractors, material men and friends of the Bridge Division Club, together with members, joined "business" the Pines on Route 27 on October 1, for the Club's annual outing. More than 400 were in attendance.

In addition to the regular outdoor menu, the gathering was down to a full course dinner at 6:00. This was followed by an unusually fine show.

Throughout the afternoon a full program of athletic events kept the more active guests entertained, while refreshments and card games afforded others an opportunity to relax.

The committee in charge of this largest of all employee activities, consisted of William Spooner, chairman, J. J. Koerber, Paul Gabriels, Sven Heddin, Loren Schoutz and J. H. Patrick.

## Thousands View Highway Exhibit At State Fair

Models, Motion Picture, and New Traffic Signals Feature 1949 Display

A total of over 40,000 persons viewed the State Highway exhibit this year at the Trenton Interstate Fair, according to tentative estimates.

The featured "road" display was Packagings and Freeways and it featured models of the Trenton Freeway, the Route 4 Parkway through a section of Irvington, and the Parkway as it passed through East Orange. In addition to this, the motion picture, "Packagings for New Jersey," was shown in continuous performances.

As an added attraction, the Electrical Division set up a new type of traffic light and pad controller which was demonstrated in actual operation. Explanation of the workings of this light was clarified by a model of an intersection in which miniature traffic lights operated.

The entire exhibit was placed against a background of evergreens which were placed in such a manner as to form a small theatre for the projection of the motion picture. In this "theatre" seats were provided for the convenience of the general public.

The Highway exhibit occupied a space 42 feet long and 16 feet wide. The electrical features were handled by George Goldy and Abram Bates of the Electrical Division, while projection of the picture was under the direction of Jacob Beers of the Equipment Division.

Landscape settings were placed by the crew of Foreman John Lloyd under the general supervision of Robert S. Green, principal landscape engineer.

## Highway Department Participates in Planning Conference

The Highway Department set up an exhibit of modern highway design in the Hotel Warwick, Philadelphia, on September 22 in conjunction with the Greater Philadelphia-South Jersey Conference on Planning and Economic Development.

Governor Alfred E. Driscoll, together with Governor James H. Duff of Pennsylvania, were the principal speakers. Commissioner Miller was a member of the panel discussion on Highway Planning for the Greater Philadelphia-South Jersey Area.

The conference was under the direction of the Philadelphia Chamber of Commerce.

## 10 Year Club ANNUAL DINNER

Stacy-Trent Hotel

Nov. 7th

Be Seein' You



This is the new "barrier curb" which has been installed as a safety precaution on the right side of the graded width of the new highway, as yet unopened on this section, can be seen at the left. The curb is 16 inches high and 30 inches wide at the base. The contractor is A. J. Cunningham & Sons of Trenton.



VOLUME VIII — NO. 3

TRENTON, NEW JERSEY

NOVEMBER-DECEMBER, 1949

## CONGRATULATE VETERAN ROAD BUILDER



While ex-Governor Harold G. Hoffman smiles approval, A. Paul King, director of the Board of Freeholders of Ocean County, presents Edward E. Reed with a model automobile symbolic of the gift of a new car which awaited at the curb outside the hotel.

## FRIENDS HONOR EDWARD E. REED AT TESTIMONIAL DINNER

40 Years With State Highway Department Marked By Large Attendance

Edward E. Reed, supervising engineer of State Aid Projects, was signally honored on November 17 at a testimonial dinner given by his many friends throughout New Jersey. The affair, which was attended by more than 1,200 persons, was held in the Essex House, in Newark.

Mr. Reed was presented with a Buick automobile as a tribute to his high esteem with which he is held.

A. Paul King, director of Board of Chosen Freeholders, Ocean County, was general chairman of the affair, while former Governor Harold G. Hoffman, executive director of Unemployment Compensation Commission, acted as toastmaster.

The occasion did more than honor Edward E. Reed. In a way it also paid tribute to an era of unprecedented highway development.

Back in 1909 when Ed Reed entered the employ of the State Highway Department, the automobile was just beginning to make its presence felt in New Jersey. The then existing New Jersey Department of Public Roads consisted of an office force of six persons. Travel over existing roads was tortuous and inspection was carried on by train, foot, horse and carriage, bicycles, and later on motorcycles. The State Aid grant for 21 counties in 1909 was \$500,000 a year, as compared with \$15,000,000 today.

From this modest beginning Ed Reed has been a part of the Highway Department and has witnessed at first hand the ever-increasing expansion of highway programs that has resulted in the fine network of roads which today make up our fine highway system. He has further played an important part in that development.

Among the speakers were ex-Governor Morgan Larson, former State Highway Engineers W. G. B. Thompson and James Logan, State Highway Commissioner Spencer Miller, Jr., State Highway Engineer Edward W. Kilpatrick, and Freeholder William Ludlum of Bergen County.

## BASKETBALL TEAM IN TRENTON LEAGUE

After a lapse of many years the sports minded men of the Trenton area of the State Highway Department have organized a basketball team which has entered the City League. The aggregation has been named the Highway Pioneers and to date have compiled a record of 2 games won and 5 lost.

Games are played on Tuesday and Thursday nights at the Parker and Grant schools in Trenton and the team would appreciate having a following of Highway men and women. To date their record is unimpressive but eventually they are rounding into shape and should be cashing in on the winning column soon.

The team is made up of Charles Donahue and Eugene B. Bannan at forwards; Mike Carmichael and Art Gennari at guards; and Jim Donahue at center. Others on the squad are Bob Rasmussen, Jack McKee, Harry Brown, Jack Rochford, Jr., and Archie Brackett.

Henry Brackett has assumed the coaching duties with the managerial assignment is handled by Bill Rasmussen.

## The HIGHWAY

## Christmas, 1949

They lift a light and sound a song,  
Who spares not self will save his nation,  
Whose heart is right, his cause is strong.

These lines from the poet Morris H. Martin, while perhaps less well known than others in the English-speaking world, carry a message of truth and light that is peculiarly appropriate to the Christmas season. His noble words are addressed to those who in a spirit of selfless service serve their Nation and to the pure in heart. We shall all do well to ponder these words as we gather together to celebrate once again the birthday of One whose life was one of utter selflessness and whose heart was overflowing with love for all humanity. How greatly a troubled world needs such a spirit of unselfishness and such universal good will!

The United Nations which is pledged to work for the preservation of peace among the Nations, has been holding a session of its General Assembly in New York. It has been significant not for any resolutions adopted but rather for the debates on World Peace. By a strange irony the advancement of the cause of peace seems to be greatly strengthened by the recent completion of the experiment in Russia with the development of an atomic bomb. While the veil of secrecy surrounds the true nature of that discovery in that land, the fact that this new vast power is now shared by other nations may prove a restraint on its use by any government.

But the vast power of atomic weapons will not itself preserve the peace unless there is the will to peace among men and nations. Peace must come within the heart of man as indeed it must proceed from within the heart of a nation.

So again the age-old Message of Christmas — of "peace to men of good will" has a special timeliness for us today. We need to utter it again and learn increasingly to live by that standard.

Let all of us then who serve together in the Highway Department and seek to serve the people of our State remember that he "who spares not self will save his nation." To each of you my hearty best wishes for a Merry Christmas and a Happy New Year.

Spencer Miller, Jr.  
State Highway Commissioner



## Miller Appoints Joseph A. Combs Personnel Head

Former Army Officer Assumed Duties Effective October 15

Joseph A. Combs, of Bordentown, a former executive officer in the U. S. Army, was appointed to the position of Personnel Director by State Highway Commissioner Miller. The appointment, which was made pending examination, became effective October 15th and since that date Mr. Combs has been assuming the duties of that position.



JOSEPH A. COMBS

The new personnel officer, a former Trentonian, is married and makes his home in Bordentown. Prior to the war he was well known as an outstanding polo player with the 112th Field Artillery, an organization of which he was a member for 12 years.

In 1940 Mr. Combs entered the army as a 2nd lieutenant and was sent to Fort Sill, Oklahoma. From this famous field artillery school, he was transferred to Camp Robinson, and then Arkansas, with the rank of captain, he was assigned to serve as executive officer to a German prisoner of war camp in Louisiana. Here he not only had an active part in the establishment of 21 similar camps, but later was placed in charge of contract negotiations between planters and the army for the services of war prisoners in the sugar cane fields.

In addition to these duties Mr. Combs handled payrolls and personnel matters for the regular army personnel and also for the German prisoners. One of his duties at this time was to see that the Geneva Convention Rules of Land Warfare were observed in the handling of the prisoners.

After six years in the army, Mr. Combs was honorably discharged with rank of major to become affiliated with the Veterans' Employment Service as a field assistant. More recently he was promoted to assistant State Veterans' Employment representative of New Jersey. In this capacity he worked with personnel directors and managers in the placement of veterans in industry, particularly those suffering from physical handicaps. It was from this position that Mr. Combs came to the State Highway Department.

















## "Leadership in Management" Program Inaugurated in Highway Department

Maintenance Supervisors First to Receive Literature

## Completes 30 Years With Department

## Parkway and Freeway Exhibition Creates Interest in Newark

Large Turnout Greet Highway Department Display

The State Highway Department's exhibit at the Newark Museum of Art, which opened by Commissioner...

Major on the evening of lecture booths, interchanges, and restaurants. Also on display is a...

A group of highway engineers and architects, including the Department's...

A group of highway engineers and architects, including the Department's...

A group of highway engineers and architects, including the Department's...

## Division Name Changed

The old name of the Division

## GA. GILLES

Headquarters

Book ends

One people and fast

Exhibition After a few months of

Tramway While one man's fish is

Back town One that's lighted by

High school

Motorists

Publications

Redskins

Road Map

Traffic sign

Traffic light

Tourist

Traffic sign

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MARGARET BEATTY

## Suggestion Wins Office Award

For suggestion of the Highway Department

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# The HIGHWAY

VOLUME 1, NO. 1 TRENTON, NEW JERSEY MARCH/APRIL 1960



## COLORFUL CEREMONIES FEATURE CORNERSTONE LAYING AT FERNWOOD

Several Hundred on Hand as Governor Driscoll Delivers Principal Address

The cornerstone of the new State Highway Department building at Fernwood was laid today...

The ceremony was held at the new State Highway Department building at Fernwood...

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## FEDERAL AID HIGHWAY LEGISLATION

The new Federal Aid Highway Act of 1960...

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## Death Claims C. Frank Bedwell

Headed Construction Division for Thirty Years

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FRANK BEDWELL

Mr. Bedwell, who in recent years had made his home at the Stages...

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Mr. Bedwell, who in recent years had made his home at the Stages...

## Construction Comments

G. H. CONNER

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FRED QUINN

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## Bridge Operators Elect Officers

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## THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the interests of its Employees

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### COMMISSIONER MILLER LEAVES

After eight years of outstanding leadership at the helm of the State Highway Department, Spencer Miller, Jr., has resigned to accept the presidency of the American International College at Springfield, Massachusetts. In taking his leave of State service, the Commissioner can look back on a long and distinguished record of achievement, made possible to a large degree by his foresight and personal qualities of leadership.

Perhaps the most widely heralded of his many accomplishments as State Highway Commissioner was the enactment of Parkway and Freeway legislation. Also the great contribution he made, in speaking on more than 500 occasions toward the realization of a new Constitution for New Jersey. But to the rank and file of Highway men and women he was beloved for the myriad of "little things" too numerous to mention in detail; for his consideration and wisdom, and for his tolerance and understanding. Always a gentle taskmaster, he had that rare quality of leadership that spurred men on to greater achievements.

As we say au revoir to this fine gentleman, it is gratifying to know that he has chosen to continue to work in community service as the president of an outstanding institution. At Springfield his presence will serve as an inspiration to the student body and do much to mold character and prepare others for tomorrow's leadership. In taking up his new chapter of an illustrious career, he takes with him the best wishes of all who have had the pleasure of knowing him.

### AN OUTSTANDING APPOINTMENT

Governor Driscoll is to be congratulated upon his recent appointment of Commander Ransford J. Abbott to the position of State Highway Commissioner. In making his choice, the Governor has placed at the head of the Highway Department a man who is fully qualified by past experience to administer efficiently and wisely the vast road building program of the State.

During his six years as deputy to former State Highway Commissioner E. Donald Sterner, Commander Abbott played an important role in the formation of highway policy, and there are few, if any, functions of the Department with which he is not fully conversant.

Commander Abbott brings to his new post boundless energy and ability to get things done with a minimum of lost time. His close relationship with the Department during his term as executive assistant to the Governor only adds to his many qualifications, for, during this period—in the words of the chief executive—"a very large portion of the master planning of our highway system has been done . . . by Commissioner Miller, Commander Abbott and myself."

And so, after a period of over eight years, during which time he served his country with distinction in time of war, and his State with ability in time of peace, he returns to the field he knows best.

It is the very special privilege of THE HIGHWAY to welcome you, Commissioner Abbott, on behalf of the men and women of a fine Department.

## SURVEY and PLANS

FRED C. CLAUS

CRANFORD  
Jim Roper

Pete Jensen has returned from a two weeks' vacation in Florida, and Howard Koons is planning a trip to Kansas to attend his son's graduation from Kansas University on June 3.

Augie Seber is back with Survey and Plans after spending a couple of years on construction with Emil Benoist. Leonard Liebowitz and Robert Turner have been transferred to the Montclair office. Joe Prochnicki resigned to take a position with a steel company.

The committee in charge of the affair has set a tentative date, July 16, for our picnic, which will be held at Echo Lake.

Dick Waugh, Fred Marinaro and their parties are spending their

time in the office lately finishing "as built."

Within the past month or so Dick Waugh, Dave Brooks, Pete Jensen, Bill Back, and Bill Kirchner have all become proud owners of new cars. Looks as if prosperity is really here at last.

The news of Kyle Totten's death came as a blow to his friends here in Cranford. Sy Berger, Ed Ehrenfeld, Bill Goodwin, Augie Seber, and Bill Reina attended his funeral and acted as honorary pall bearers.

UPPER MONTCLAIR  
Frank J. Snagnola

Our deepest sympathy to Sid Neville upon the loss of his mother.

For Mrs. and Mr. Nick Tuozzo—it's a cute little girl baby.

## THE HIGHWAY

May-June, 1950

## Commander Ransford J. Abbott

For Mrs. and Mr. Chet Elliot—it's a lucky little male.  
Best wishes to the proud parents.

Resignations: Ivan K. Packer, asst. engr., on March 31.  
Roland Schwartz, sr. eng. aide, on April 15.  
Frank Artusio, jr. engr., on April 5.  
George L. Erick, jr. engr., on May 8.

It looked for a moment as if the Department had two new, but very young, lads reporting for duty the other morning. The two "lads," however, turned out to be Allen and Herbert, sons of our chief, H. K. Englishman.

H. S. Weiss is limping slightly and still doctoring his injured knee, but he's back on the job.

Glad to report that Mrs. Kueker is again feeling well, thank you. Glad to report the same for Mrs. Amanto and Mrs. Zampella.

Rodger Coupe is with us again. His assignment at Newark was duly completed. R. C. is our man.

Re: Johnny Matchett, our big outdoor sportsman. It's hard to believe that he has never caught a trout—caught a legal-sized trout. No—no—don't get this statement wrong. Of course he does not bring home the big, billy ones.

Charley Hirst didn't like it (would you?)—having your car go dead on a country road, miles from nowhere, and alone, in the middle of the night.

Lee Sullivan has another car. The old jalopy he had is now someone else's headache.

Did you know Harold Kettlewood is home sick?

J. V. Lincoln, F. W. Berberich, Al Zampella, R. DiGiacomo, N. Sanwald, and Spagnola made two trips to Pompton. Plans assistant Farmer Kettlewood. He's coming along slowly with his arthritis treatments, but he'll say this for him—he has the most wonderful sense of humor we have ever seen and it's a pleasure to know such a grand and congenial guy.

### TRENTON

We regret to report the illness of Fred Claus and Ollie Lozier, both of whom have been away from their posts for many weeks. We sincerely hope that by the time you read this item both will have recovered.

For the record: Jimmy Hamilton's wedding date is set for June 17. Ann Seber will make up the other half of the team. Best wishes are extended.

June will also be a big month for Charlie and Mrs. Meyer, who are expecting their first born.

Mary Smeraldi's big marine was in for a week-end recently. The look in Mary's eyes the following Monday morning showed that his visits are more than welcome.

For the second time in recent months Walt Voorhees visited the Everglade state to do some fishing. Must like southern waters.

### NEWARK

Ralph Perry By the time you are reading these items, our chief, Howard Rigby, and his wife will be on an extensive trip through the western states, celebrating their 30th wedding anniversary.

Austin Schenck just completed a trip to Florida and acquired a fine coat of tan. Incidentally, if he hadn't taken time out to rest, he would have reached Miami in 24 hours.

Bill Blasz has been making several week-end trips to Boston during the past two months. He is now getting tired of bachelor quarters and is going to bring wife and home on next visit.

Ed Houghton has finished a complete job of interior decorating at home. He believes that the reason women live longer than men is that paint is a great preservative.

Ted Hamble reports a new addition to his family—a son, Christopher.

Frank Collins became a TV fan recently, and Bill Hauberg is really becoming video minded.

(Continued from Page 1)  
Navy's first flying corps as a flying cadet and stationed for training at Massachusetts Institute of Technology. At the close of the war he returned to Rutgers to take up his interrupted studies and was graduated with the class of 1922. In addition to his interest in athletics, he was a member of the Cask and Dagger Society and Kappa Sigma fraternity.

While at college, Commander Abbott helped pay for his education by playing semi-pro baseball and working as a lifeguard. It was a summer job as lifeguard on the beach at Atlantic City that was instrumental in sending Commander Abbott to California where he spent the next eleven years. This trans-continental trek materialized when he was offered a position as West Coast representative of a grateful bond broker whom he had saved from drowning in the surf. After a time in the bond business, he engaged in real estate and crashed the movies as an assistant director for several studios.

Returning to his native State in 1923, Commander Abbott remained in Atlantic County until he joined the forces of the State Highway Department in 1935 as the executive assistant to State Highway Commissioner E. Donald Sterner.

Assistant Chief of Staff Anticipating the approaching conflict as early as 1938, he resigned from the Reserve and pursued his naval studies continuously until the time of his entrance into active duty. His first assignment was as lieutenant commander in charge of Section Eight of the Third Naval District in New York City.

Shortly after this, Admiral Kinkaid assumed command of the fleet, he was made assistant chief of staff and stationed at the U. S. S. Wasatch. In this capacity he served in all the major battles and operations of the Seventh Fleet, including the occupation of the Philippines. While with Admiral Kinkaid, he participated in the type of naval warfare except submarine, and at the time the Philippines were occupied he had compiled a longer continuous service than any other officer in the Seventh Fleet.

In his 23 months in the Pacific he commanded the equivalent of 111 ships, participated in 19 fleet operations, including the battle of Leyte Bay, 16 PT boat raids, and

14 bombing missions. Of a total of 130,000 miles in the air, approximately 100,000 were spent in combat territory.

When the success of the invasion of the Philippines had been assured following the Battle of Leyte, Commander Abbott was given the assignment of bringing President-in-exile Osmeña from his hide-out in New Guinea to newly conquered Leyte. This highly secret mission resulted in the re-establishment of the Philippine government.

Joins ABC Commission With the fall of the Philippines, Commander Abbott took a long deferred trip to the States and rejoined his family briefly before reporting as an instructor to the PT Boat Base at Quonsett, R. I. Upon cessation of hostilities he returned to New Jersey as Deputy Commissioner of Alcoholic Beverages under the present Governor, who was at the time the ABC Commissioner.

When Alfred E. Driscoll received the Republican nomination for governor, Commander Abbott immediately requested a leave of absence without pay from the ABC and took his place beside his friend, candidate Driscoll, in the primary and election campaigns. Upon his election as Governor, Driscoll appointed Abbott as his executive assistant.

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Donald Moore, third of the five sons of John Moore, has been appointed Clerk of the Court of the Supreme Court sitting in Newark.

The Highway Bowling Team finished second in its division in the Civil Service League, moved out in the closing stages of the race. Honors for the highest single game went to Anthony Crea with a 267 mark. The team was composed of Anthony Crea, Frank Dunn as captain, Norman Horner, Frank Kimble, Frank Matzer, Jack Stanley, Jr., and Arthur Washburn. At the conclusion of the season Frank Dunn was elected president of the league. How can we lose next year? We own the ball.

Early spring vacationists included Fred Baumann, who enjoyed a journey to Bradenton, Fla., encountering excellent weather and a preview of major league baseball. . . . Jean Anderson cruised to Bermuda and wound up a pleasant stay with a return trip by plane. . . . George Simcoe visited friends in Pittsburgh, Pa. While there, a severe cold prolonged his stay. . . . Chris Kueker drove to Savannah, Ga., meeting real summer weather and had a pleasant trip home by way of the coastal highway. . . . and Edward Baumann took an Easter vacation trip over Skyline Drive.

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May-June, 1950

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Governor Alfred E. Driscoll congratulates Highway Commissioner Spencer Miller, Jr. upon his appointment as president of American International College at Springfield, Mass. Commissioner Miller is remaining as head of the State Highway Department until July 1 at which time he will assume his duties at Springfield.

## PLAN INFORMAL TESTIMONIAL FOR COMMISSIONER MILLER

Large Turnout Expected at New Building on June 29 — Building Inspection on Program

A testimonial to Commissioner Miller is being planned for June 29 at 4:30 p. m. in the new Fernwood Office Building of the Highway Department. In accordance with the expressed desires of the Commissioner, this affair will be strictly informal so that those who attend may come direct from their respective places of employment. The Commissioner wishes to greet his many friends in their "working clothes."

The site at Fernwood was chosen because it was anticipated that many would want to take advantage of the opportunity to inspect the new building which will be nearing completion by that date.

In keeping with the democratic nature of the affair, tickets have been priced at \$2.00, and instead of a formal dinner, full-course box lunches will be served.

The Bridge Division Club, together with representatives from all other divisions, is sponsoring the affair and arranging an appropriate program. Each member of the Highway Department will be contacted by a divisional representative for tickets. If you prefer to order direct, reservations can be obtained from R. E. Simon, Room 316, State House Annex.

The meeting is open to all members of the State Highway Department, as well as friends who would like to join in a tribute to Commissioner Miller.

It is expected that notices through departmental channels will shortly clarify the matter of getting employees from remote locations to Trenton in time for the party.



Commissioner Miller is here receiving the New Jersey Society of Professional Engineers honorary award "In Recognition of his Extraordinary Leadership, Talents, and Distinguished Accomplishments, Notably in the Field of Highway Planning and Development" at the annual dinner of the Society on April 14, 1950. Commissioner Miller is the first non-engineer to be so honored.

## Bowling Title to Equipment Team

Win League Competition And Play-offs

Another successful season of the State Highway Department Bowling League came to a close when the Equipment Division team beat the Painters for the play-off championship. This highly talented combination, consisting of Ed McCabe, Mark Stevens, George Collins, Tim Brennan, Russ Cook, and Elwell "Pat" Clugston had previously finished the regular season in first place with a mark of 57 games won and 27 lost.

Besides showing the way throughout the season, this well-balanced team also boasted the two highest averages with Collins' 177.43 and Stevens' 175.71, as well as the second and third highest three games on the 639 rolled by Stevens and a 602 by Collins. The honor of rolling the highest single game and the highest three games went to Arthur Washburn of the Guards who split the pins for a 308 and 639. Tony Crea came up with the second highest single game when he rolled a 298.

The final standing of the teams follows:

	Won	Lost
Equipment	57	27
Guards	48	36
Machine Shop	47	37
Painters	45	39
GI's	42	42
Electrical	37	47
White Line	33	51
Inspection	27	57

## COMM. MILLER

(Continued from Page 1)

Economics was set up, together with the Parkway Bureau. More recently he appointed a Director of Personnel. The Certificate of Merit and Bond awards for meritorious service and outstanding suggestions are other firsts to the credit of the outgoing commissioner. These were bestowed at the annual Christmas services, another of his many innovations.

A relentless crusader for more beautiful roadsides, he played an important role in the formation of the Roadside Council. In this work he had the complete cooperation of the New Jersey Federation of Garden Clubs and similar organizations. His active interest in the Blue Star Drive did much to assure the success of that memorial highway.

Commissioner Miller plans to assume his duties as president of American International College as soon as he leaves the Highway Department. He intends to maintain his South Orange residence and spend as much time as his duties will permit in New Jersey where he has a multitude of interests.

In stepping out of public office into the academic field with which he is so well acquainted, Commissioner Miller leaves behind him a host of friends in all walks of life. The Highway Department has been enriched by his administration.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Jack Brower spent three weeks having a glorious time enjoying the Florida sunshine. Having some extra money left over, he made a \$20.00 contribution to the local community welfare fund of a small Georgia town, prompted, no doubt, by the local constable whose charge was "Burning up the roads."

After getting that new Chrysler, Art Nelson decided to break it in with a three-week trip to Florida and he reports it behaved very nicely.

Sympathies of Fernwood are extended to Morgan VanHise on the death of his sister who passed away at her home in Trenton.

Russ Cook and Jack Leadom have returned to work after a short illness.

Andy Zalescik has developed a new hobby. He is becoming quite expert at building dog houses. The first one he made his mother put him in it.

On Friday, April 28, Frank M. Devereaux tendered his resignation to take effect immediately under the Veterans' Pension Act after thirty-one years of service. Frank entered the employ of the Department on May 19, 1919, after his release from war service in the army. He reported for duty that day as truck master on the Iselin job. His present plans are to leave New Jersey the last week in May and spend his time along the coast of Maine at Bailey Island, fishing for big tuna. Here's wishing good catches for many years and good luck and long life to a swell guy.

John T. Foster, formerly of this division, and now a patient in the Veterans Administration Hospital at American Lakes, Washington, was recently and belatedly awarded the following medals: the Purple Heart with V device; Good Conduct medal; American Campaign medal; European American-Middle Eastern Campaign medal with silver star device; World War II Victory medal; Distinguished Unit emblem, and weapons qualification badges.

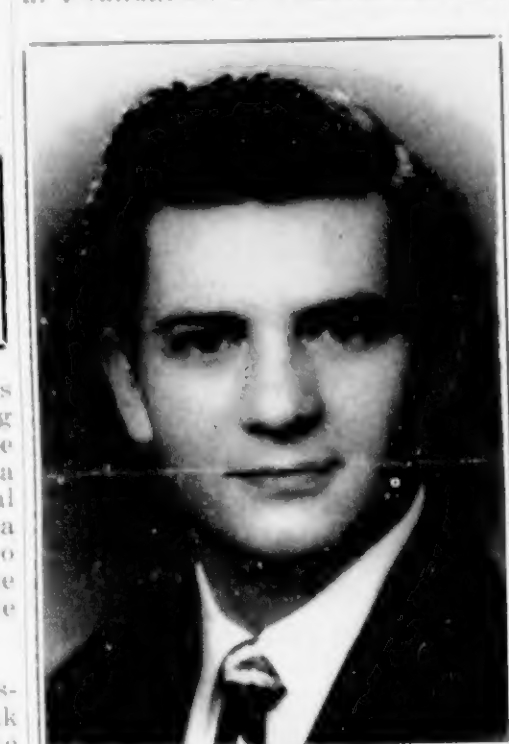
During action with the 4th Armored Division, Foster, although injured, rescued a buddy from a flaming tank and carried him through heavy fire to a place of comparative safety.



The victorious Equipment Division bowling team shown above with their trophy are: (from the left) Tim Brennan, Mark Stevens, George Collins, Ed McCabe, and Elwell (Pat) Clugston. Absent because of sickness was Russell Cook.

## Sign Man's Son Wins Scholarship

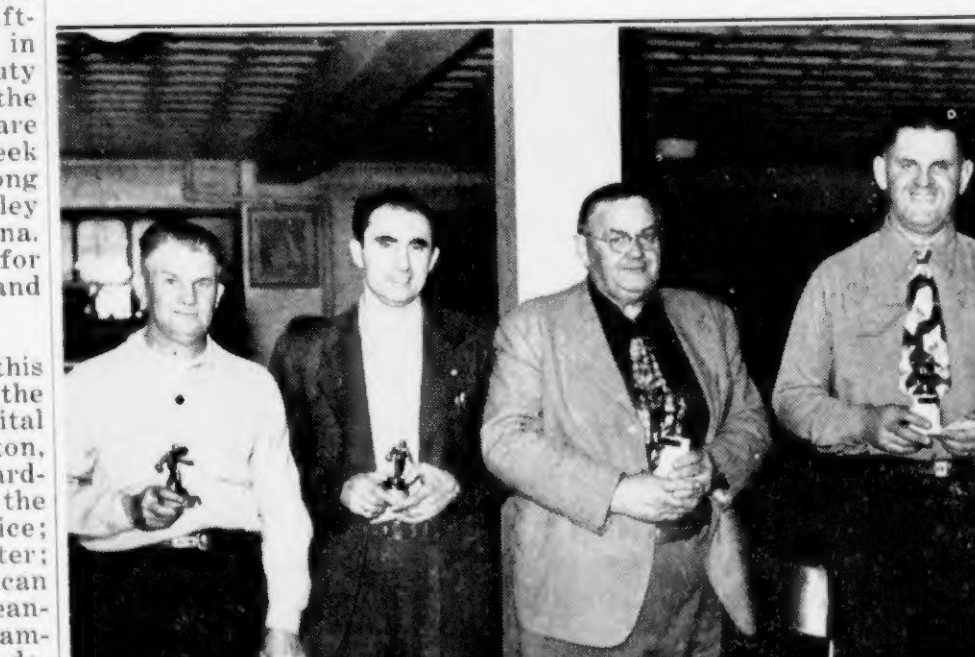
Howard L. Ely, of Asbury Park, son of Mr. and Mrs. DeForest Ely of Allentown, has been appointed the "W. Halsey Smith scholar" at the 1950 session of the School of Management, sponsored at North-western University by the National Foundation of Funeral Service.



HOWARD L. ELY

Mr. Ely, an alumnus of the McAllister School of Embalming in New York, was first selected as one of a group of six outstanding students by the McAllister dean, and then selected as the most outstanding of that group by a scholarship committee of National Selected Morticians, the association financing the scholarship program.

DeForest Ely is a valued employee of the sign shop who lost his sight in a gunning accident several years ago. His skill, however, at placing reflector buttons in cast iron signs rivals that of any sighted employee.



Individual winners Arthur Washburn, Tony Crea, Mark Stevens, and George Collins are shown above with their trophies. Washburn had the high individual game and the high individual three games; Crea had the second high individual game; Stevens the second high yearly average, as well as the second high three games; while George Collins had the high individual single game and was third in the high three games.

## Bridgeman Saves Drowning Man

Kennard Coulter Rescues Fifth Person

Here is a story that dates back to January 24. It is too bad it was not brought to the attention of THE HIGHWAY long before this. But since it is so outstanding, the following is quoted from the Millville Daily Republican with the same enthusiasm as if it had happened yesterday:

"The quick action of the bridge tender at the Main Street bridge was responsible for saving the life of a Millville man who yesterday stumbled and fell into the Maurice River directly back of the bridge tender's house."

"The man responsible for saving his (Frank Carmelia) life was Kennard Coulter, 20 Laurel Street, who is employed by the State Highway Department as a bridge tender."

"The accident happened about 2:15 o'clock yesterday afternoon when Carmelia walked around the back of the bridge tender's house for a drink of water and stepped on a loose plank. He lost his balance and fell into the Maurice River."

"Coulter, who was nearby, heard the splash in the water and saw Carmelia floundering about. He immediately ran to the edge of the bank and leaped over, reaching Carmelia as he began to sink below the surface."

"He managed to pull him close to shore and lifted him over the bow of a boat which was anchored nearby."

This is the fifth person Coulter has saved from drowning in the eight years he has been a Highway employee. As the local paper says, "We might suggest that Mr. Coulter be given, in addition to his title of bridge tender, another, such as 'life guard.' To this THE HIGHWAY would like to add: when awards are next in order, why not place the name of Kennard Coulter at the top of the list."

## Parkway Opened By Gov. Driscoll

Impressive Ceremonies Mark Opening of First 4-Mile Section

On Wednesday afternoon at 2:30 p. m., June 28, 1950, the first section of New Jersey's first parkway, Route 4, was dedicated and opened to traffic by Governor Alfred E. Driscoll and Spencer Miller, Jr., former State Highway Commissioner.

The dedication ceremonies took place at Madison Hill overlook and picnic area in Clark Township, Union County. More than 800 interested spectators took advantage of the cool afternoon to attend the opening exercises and drive over the first four miles of the Parkway, between Central Avenue in Clark Township and the Route 27 interchange near Iselin. The opening of this section of the Parkway gave the motoring public its first opportunity to observe the completed section which had been started in November, 1946.

Some of the parkway design features that attracted attention were: the acceleration and deceleration lanes for safe merging of traffic; locations for gasoline station facilities; beautiful bridges with stone facing; the development of the overlook and picnic areas for the convenience and relaxation of motorists; the newly developed stabilized turf shoulders for emergency stops and breakdowns; and the landscaping of the medial zone and roadside areas.

## CAFETERIA TO PROVIDE GOOD FOOD, SOCIABILITY

When the cafeteria is opened upon the completion of the new building, we will have one of the finest of its kind in any office building.

It will be modern, clean and comfortable. Commissioner Abbott has insisted that the best of food be served at the lowest possible prices. To accomplish this was necessary for the State to operate the cafeteria itself. The kitchen will be rigidly inspected at all times, and all should thoroughly enjoy the excellent service the cafeteria will afford.

Equally important as the food to be served will be the opportunity for our employees to mingle with their fellow workers. It is hoped that no unit will have a desire to segregate itself, but rather emphasize mingling with other employees at all times. It is an ideal way to know the "other fellow" better.

It is the desire of all that the employees of Fernwood Garage enjoy the full benefits of the cafeteria. The finest suit of clothes that any man can wear is his working clothes and each one should feel welcome to come as he works and enjoy the facilities of the cafeteria.

The space allocation has been worked out in such a manner as to place each division as close as possible to the other divisions with which it has the most contacts. This scheme has been carried even further. Within each division, itself, every consideration was given to the placement of individual offices so that the necessary inter-office contacts can be maintained with the greatest efficiency.

Let us assume that you are entering the new building for the first time and that all construction work has been completed. As you step through the large glass doors at the main entrance, you enter a smartly furnished lobby where a receptionist will direct you to your destination, or where you can comfortably wait for your appointment.

Adjacent to the lobby are public telephones and the elevators, also a refreshment stand which will be run by the Commission for the Blind. Rest rooms and toilet facilities are nearby.

As you walk along the corridors of the State Highway Building,

## DON'T FORGET

THE 10 YR. OUTING

AUGUST 26

Trenton Fair Grounds

Route 33

Tickets, \$2.00

(Continued on Page 2)



VOLUME IX. — NO. 1

TRENTON, NEW JERSEY

JULY-AUGUST, 1950

# The HIGHWAY



The entire State Highway Building and spacious parking areas are clearly shown in this aerial view taken by Francis Leigh of Trenton. The cafeteria and kitchens are shown extending to the rear, while the hearing room can be seen at the end of the wing in the left foreground. The street paralleling the front of the building is Parkway Avenue. Upper Ferry Road runs diagonally across the background.

## BRIGHT OFFICES-ADEQUATE SPACE WIN APPROVAL AT FERNWOOD

NEW STATE HIGHWAY BUILDING SETS HIGH STANDARD IN EFFICIENT DESIGN

With the major portion of the moving operation completed, the State Highway Department is gradually adjusting itself to its new surroundings. First reports from the men and women who have made the change are overwhelmingly enthusiastic.

They like the spacious offices, the color scheme, the rest room facilities, and most of all, they enjoy the breezes that blow across the countryside while mid-city Trenton sweaters.

When the cafeteria is completed and the elevator service is installed, the State Highway Building will afford the last word in modern office housing. Until then, minor inconveniences will be cheerfully tolerated.

Efficient Layout

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## BUILDING SPONSOR



GOV. ALFRED E. DRISCOLL

It is most appropriate that I, as the new State Highway Commissioner, request that the first edition of THE HIGHWAY to be published under my administration be dedicated to our fine new State Highway Building which is now rapidly nearing completion and to the men and women of the State Highway Department that the Governor has singled out our organization to be the first to be housed in an office building designed and planned to meet our complete needs for both the present and foreseeable future.

We are indeed proud to dedicate this issue of THE HIGHWAY to Governor Driscoll as a means of expressing our appreciation for his keen interest and foresight in making it possible to modernize and streamline the working efficiency of the State Highway Department.

R. J. ABBOTT, State Highway Commissioner

## Ten Year Club Annual Outing Set for August 26

Fair Grounds at Trenton Scene of 19th Renewal

Here's a date to remember—Saturday, August 26, 1950. On that day the Ten Year Club will hold its 19th Annual Outing at the State Fair Grounds near Trenton.

According to Clyde W. Case, president of the organization, this year's affair will be "bigger and better" than ever for a good many reasons. "To begin with," he said, "we have at last found the ideal place for an affair of this kind. That was proved by the success of last year's outing. Since then word has spread to those who did not attend last year's outing so that the ticket demand is heavier than in any former year."

Case explained that there was enough cover available at the Fair Grounds to assure a successful day even in the event of rain.

The entertainment committee, under the direction of John Rochford, 1st vice president, has guaranteed that those who attend can "eat all day if they want to," and "there will be plenty of liquid refreshments on hand with which to wash it down."

In addition to the cats and drink, a big program of sports has been planned. The old standbys, the quiet tournament and soft ball game, will, of course, be the main attractions. But for those who like to try their hands at other sports, a full program will be offered.

Prizes, prizes, and more prizes will be the order of the day. Some will be handed out to successful competitors in sports. Others will go to the lucky holders of winning tickets when the draw is held for door prizes. There are plenty of them, and you probably will be among the lucky winners—provided you are on hand.

Art Egan, of the Accounting Division, is general chairman in charge of the ticket sales. He has field and office representatives in all sections of the State who have tickets for sale. The advance sale is above expectations, so plan on being there yourself. Tickets are priced at \$2.00. Remember the date—AUGUST 26—and the place—STATE FAIR GROUNDS on Route 33 near Trenton.

## Inspect Roadsides

The annual meeting of Coordinators of Division I, Highway Research Board, was held at the Princeton Inn, Princeton, N. J., on Wednesday, June 21, 1950, through Friday, June 23, 1950. A group of fourteen landscape engineers and landscape architects from the New England district spent part of the session traveling over different portions of the New Jersey State Highway system inspecting roadside improvement projects.

Some of the interesting work that was viewed on the field trip on June 22 included: the development of the experimental stabilized turf shoulders on Route 30 near Woodville; the Rockefeller Memorial Highway, Route 40; the Blue Star Drive, Route 29; and Route 4 Parkway, from Woodbridge to Cranford.

Mr. George Gordon, landscape architect, from the design section of the Bureau of Public Roads, and Miss Olive E. Potter, of Contractors & Engineers Monthly, also attended the meeting.



## THE HIGHWAY

Published by the New Jersey State Highway Dept.

In the Interests of Its Employees

W. CARLISLE DAVIS, Editor

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## Operation Fernwood

The Herculean task of transferring the State Highway Department's base of operations from the State House Annex to its modern headquarters on Parkway Avenue at Fernwood in Ewing Township got under way in a torrential downpour on Monday, July 17.

As the first van pulled away from the familiar West State St. address, which had been the Department for more than 20 years, it signalled the realization of Governor Driscoll's desire to house, efficiently and economically, under a single roof one of the great agencies of the State.

Few outside of the Highway Department, itself, realize the long planning and careful detail that preceded the actual moving operation. And few within the Department knew the manner in which a stepped-up building construction schedule had made this move possible within 12 months from the date of original ground breaking.

One of the best features of the moving was the manner in which the everyday work of the Department was carried on, almost enroute, as it were, while the transfer was being made. Sure, there were little gripes here and there. But considering the magnitude of the operation, it is a testimony to careful planning that inconvenience was not encountered on a larger scale.

While a few elements of the Department remain in mid-town Trenton awaiting completion of their quarters at Fernwood, the vast bulk of the divisions are functioning at full efficiency in their new quarters. An experienced State Highway Department in modern surroundings is ready to tackle the big job that lies ahead.

## SURVEY and PLANS

FRED C. CLAUS

**CRANFORD**

**Jim Roper**

Our congratulations to Irving and Shirley Rubenstein on the birth of their son Barry Martin on May 19. Shirley is the daughter of Bill Hapgood of the Newark Office, so our congratulations, too, to the new grandpa. Irving, incidentally, was the top man in his math class at the Newark College of Engineering for the past term.

Mike Ritchie, Walter Braybrooke, Charlie Loveland, and Ray Callahan are now all "new car owners."

During the month of June Mr. and Mrs. Braybrooke were down at Annapolis for the graduation festivities. Their son received his commission in the Air Corps and is now at home with his parents on leave.

Congratulations to Bill Kirchner of our office who came out at the top of the list in the exam for junior bridge inspector, and on the subject of examinations, the boys here all did well on the exams for aide, junior and assistant engineering. Highway.

Bob Lott, Charlie Smith, Bert Pittis, and Harry Johnson, all of whom were here before, have returned to work with us for the summer. John Miller and John Groome are summer employees here for the first time. Welcome, fellows.

Bob Lewis, engineering aide, resigned to resume his studies at M. I. T.

Bill and Margaret Beck are planning a motor trip through Canada sometime during August.

A short "test section" of Route 4 (Parkway) was opened on June 28 and construction on the remainder of a ten-mile section is nearing completion.

Sy and Dot Berger are now settled in their new trailer and are very pleased and happy with their "home on wheels."

A group of us from this office who attended the testimonial dinner for our former Commissioner

Spencer Miller, Jr., enjoyed the afternoon and the opportunity to inspect the beautiful new State Highway Office Building.

**UPPER MONTCLAIR**

**Frank J. Spagnola**

Let's congratulate John V. Lincoln's son William, and Siddon Neville's son Joseph. Bill received his B. S. degree at Fairleigh Dickinson, and Joe received his B. S. from Wagner College, New York.

The scene: Westside High School, Newark, on June 24.

The reason: C. S. exams for principal engineer and senior engineer. It was rough and the temp hit 90 degrees that day. Those from Upper Montclair who were at it were D'Giacomo, Synwald, Weiss, Demarest, Bubier, Amento, Gornitzky, McMahon, Moritz, and Spagnola, for principal engineer; Berberick, Zampella, Haight, Nickens, Podwysznyski, Prestigiacomo, Foca, Stenson, and Tancorde, for senior engineer.

Harold Kettledow still has his arthritis, but he is improving day by day.

Joseph Artusio, Jr., is with us again. Joe was on official leave so that he could finish his last year at Newark College of Engineering—he made it with flying colors.

Met John A. Brown, one of our temporary engineering aides—nice boy, quiet.

Sanwald just finished plans for a small contract. Now he's looking for a small contractor to do the job—one about 5 1/2" will do.

At last he's weakening—Joe Pappaceno says he is to be married in the near future—he's building a new home in Oakland.

Podwysznyski and Sullivan got back from Pine Camp Army maneuvers. They're alerted and wiser—and deeply tanned.

Incidentally, Leroy Sullivan recently passed the examination and received his professional engineer's license.

Glad to report Mrs. Ray Spim-

## THE HIGHWAY

### THE DRAFTSMAN'S FINISH

With clouding wits, the Draftsman sits  
 And pushes pens and pencils,  
 While day by day years slide away  
 Among his inks and stencils.  
 He works and works, and never  
 (He couldn't do without it),  
 And if he stops, asleep he drops,  
 And then he dreams about it.  
 With head that aches, and frame  
 that shrinks,  
 He does his tailcoat duties  
 Without a glance toward gay  
 romance.  
 And blind to all its beauties,  
 And when at last, his life is past  
 There comes his chance to show  
 it.  
 For draftsmen are dead for years  
 ahead.  
 Before they ever know it.  
 Anon.

### THEY FLEW THE COOP

Any similarity between the "birds and bees" and an Ozalid machine should be purely coincidental as it turned out to be at the Cranford office of Col. Braybrooke. When their Ozalid printer began to heat up unaturally it was at first attributed to the summer temperatures.



Where the Nest Was Built

When the heat persisted, however, a serviceman was rushed to the scene. He inspected the machine and saw where some of the familiar faces can be found. (A table accompanying the plan of the building will give more detailed information.) The Commissioner's suite, Administration Division, Real Estate, Title Bureau, Purchase & Stores, Personnel, and Public Relations will be found on the first floor, as will the Mail Room, Mimeograph Room, Central Files, and the Survey and Plans offices now located on Lewis St. and at Hamilton Square. Other offices on the first floor are: Contractors' Classification, Federal Aid Coordinator, and Legal.



Nest After Removal

Two sparrows had decided that here was the ideal spot to raise a family and accordingly had built a nest. The troubleshooter, a family man himself, decided that it was not cricket to evict the happy couple which by now had six eggs in the nest. He accordingly removed the section of pipe in which the future sextuplets were to be raised and replaced it with another piece. The piece thus removed was then taped to the new section. An ideal solution, so he thought.

However, mama and papa sparrow had other ideas and flew the coop. Not long ago when all hope of their return was abandoned, the nest was removed.

son is recovering nicely, after two weeks at the hospital.

John Matchett, fish and game sportsman, is now a golfer—his latest hobby.

Al Zampella is having car trouble again, and Harold Weiss is still limping—those knee ligaments take a long time to heal.

**LEWIS ST. & HAMILTON SQUARE OFFICES**

Summer employees assigned to this office include the following: Joe Cunningham, John Curran, Jr., Ed Faurer, Armstrong Farmer, W. R. Foster, Robert Keating, Richard Walklett, R. L. Whiteley, and A. R. Willey.

The men of the Lewis St. and

## BRIGHT OFFICE - ADEQUATE SPACE

(Continued from Page 1)  
 you will notice that all partitions are made of Transite, a new composition material manufactured by the Johns-Manville Co. These partitions are so designed that they can be readily moved in case a larger or smaller office is required.

With the exception of Commissioner Abbott's suite on the first floor at the end of the south wing, all walls are painted a soft bluish green, with doors of darker hue. The ceilings are an off-white and are made of a perforated pulp board which deadens sounds and makes for better acoustics. The floors are covered with a marbled linoleum in shades of buff and tan, with the exception of the lobby and a small portion of corridor extending either side of it. Here the color of the linoleum is darker, combining shades of maroon and brown.

You will notice also that the long corridors of the building need no artificial illumination during the daylight hours due to the fact that all offices have large translucent glass panels on their inner walls through which light passes.

**Cafeteria Will Seat 300.**  
 The cafeteria, which is situated on the first floor in the rear of the main section of the building, is designed to seat 300 persons. Seventy-five tables, seating four each, will be spaced about the large room. At the far end of the cafeteria, behind a glass block partition, is the kitchen and serving counter.

Although the receptionist will direct all visitors to the Highway Building, let us take a general look at the building. In front a space has been laid out to accommodate about 60 cars. It is understood that this parking area will be restricted to the use of visitors. In the rear, however, is the main parking lot capable of storing 300 cars. This has already been marked out in individual spaces. This lot is surfaced with blacktop and drivers enter or leave the Highway Building by Lower Ferry Road which runs alongside the building. Although the architecture of the Highway Building is purely functional, its very simplicity and pleasing proportions make it a thing of beauty. This beauty will be further enhanced when the landscaping has been completed.

No article on the State Highway Building would be complete without a congratulatory word to the architects Micklewright and Mountford, and the Bell Construction Co., the general contractors, both of Trenton. The job they did speaks for itself.

Hamilton Square Offices wish to thank publicly Paul Seffrin for conducting the evening classes of the Hamilton Square Office. These classes certainly helped some of the men pass the recent Civil Service examinations.

Two new contracts have been let on the Trenton Freeway. Tom King and party are staking the Canal Culvert, and the paving from Conover's Alley to Perry St. Al Hartman's and Bill Nuchemson's.

The last section to complete the dualization of Route No. 25 is now under contract at Yardville and is being staked by Hank Cramer and party.

**NEWARK**  
**Ralph Perry**  
 Howard Rigby has just returned from a 10,000-mile western trip traversing 20 states with eight distances into such worthwhile areas as Rocky Mt. National Park, Grand Canyon National Park, Yosemite National Park, Yellowstone National Park, Pacific Northwest, Salt Lake City, Black Hills, etc. Fifty-foot snow drifts stopped Howard from examining Mt. Rainier.

Our neighbors, the Planning, Traffic & Economics Division, pulled up stakes very abruptly and moved to Trenton on July 12.

Winnie Pugh's new hair-do quite something—we are not quite sure just what.

It is rumored that Joe Bruno is about to invest in an Oldsmobile '68.

Harold Lange is migrating to Orley Beach to enjoy a vacation with his family during the last part of July.

Vernon Dittig will spend his vacation at Surf City.

Andrew Bielawski is devoting two weeks to the family of Inspector Bert Soffel, who died on June 25 after several years of illness. Bert, who made his home in Seawarren, was an old-timer, having been with the Highway Department more than twenty years.

May we also express our sympathy to Inspector Segars who lost his father recently.

## Administration Division

BILL WARD

Dispatches from the front indicate that Fernwood has been completely encircled and is now occupied in force by our troops. In a torrential rain, detachments of a division commanded by General A. W. Muir stormed the beaches and established positions. The second wave of attack was led by the division under the command of General C. A. Hurley, followed by elements of other divisions. The situation is now stabilized and reinforcements are arriving in regular order.

Some discomfort was suffered because of the failure of the field kitchen to function. Field rations were issued and scouting parties spread out through the countryside. One reconnaissance team reported an excellent source of food and drink in a locale called, in the native tongue, Glendale.

All scouting parties returned safely.

Elgin Mayer lost his car last month. A few days later the police of Jersey City reported it had been found, abandoned in that city. A member of this staff living in Jersey City categorically denies that there is any connection between the two facts, but seems to have difficulty in proving it.

Harry Hill, whose lawn is reported to be one of the showplaces of Ewing, has no faith in power mowers. He uses his own power to achieve that well groomed look. Harry has perfected a running start with the mower that is the talk and envy of all horse-and-buggy fanciers in those parts.

Consider the plight of George Dederick who lives in the far northern reaches of New Jersey. He rises at an ungodly hour every morning to make the trip to Trenton, now Fernwood. The other day George's train came into Trenton ten minutes late, which started a chain of events that had him standing on street corners waiting for buses that had just passed on which never came. When he finally arrived at Fernwood, weary, sore and perplexed, someone brightly asked him, "How's commuting these days, George?" George told him. Right in the teeth.

## LABORATORY LINES

CHRIS KUCKER

We welcome back to the Laboratory Captain C. L. Lynn, Capt. Lynn has been on active duty for the past 2 1/2 years, seeing service in Japan, Okinawa and other smaller islands in the Pacific. Mrs. Lynn accompanied the Captain on his travels, presenting him with a son and heir born about five months ago while in Japan.

Mr. and Mrs. George Hutchinson are the proud parents of a new son born in July—their third child, the other two being girls.

Fred Baumann attended the sessions of the A.S.T.M. held in Atlantic City the latter part of June. Herb Diefenderfer, Ralph Sherman, and Julie Smoliga also attended the various sessions which were devoted to their sphere of work.

Back on the job after an absence of several months is James Ryan. Jim was severely injured last October while participating in a football game.

Steve Druzbacky has returned to work after recuperating from an emergency appendicitis operation.

Tom MacRorie took full advantage of the long 4th of July weekend—flying to Charlotte, N. C., for a visit with his family.

Peg Beatty, now hollering at the new office building, was the winner of a fine set of Lenox dinner ware at a recent raffie.

On June 24 Miss Ann Ryan and John Rochford were married. These are familiar names as they are the daughter and son of Bill Ryan of the Lab and Jack Rochford of the Equipment Division.

Back on the job for the sum-

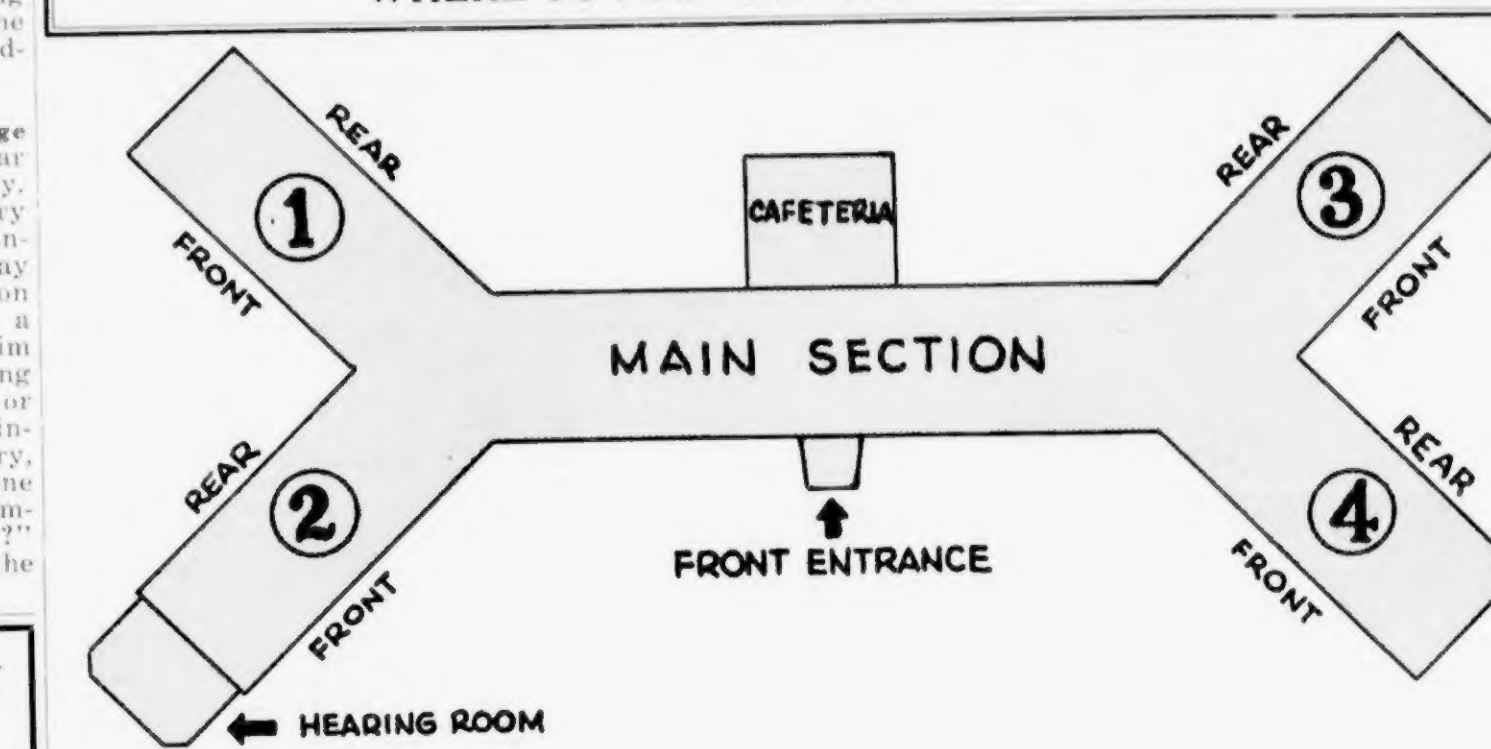
## THE HIGHWAY

### TAKE ME OUT TO THE BALLGAME



On Saturday, June 10, members of the Bridge Division Club journeyed to Philadelphia and watched the Boston Red Sox defeat the Philadelphia Athletics in a loosely played ball game. Shown above in the first row are: W. Higginson, A. Steber, E. Elsborgas, P. Gabrenas, M. Ludsky, and H. Jefferson; second row: J. Malone, C. Fox, S. Hedin, J. Sheenan; third row: J. Evans, A. Lichtenberg, F. Dilco, M. Goodkind, J. Stanley, and G. Hefferman.

### WHERE TO FIND THE VARIOUS OFFICES



← PARKWAY AVENUE →			
1st FLOOR			
Commissioner's Suite	Wing 1	front and rear	
Personnel Office	" 1	front	
Central Files	" 1	rear	
Chief Clerk & Sec'y	" 2	front	
Public Relations	" 2	rear	
Legal	" 2	front	
Salary Payroll	" 2	"	
Federal Aid Coordinator	" 2	"	
Purchase & Stores	" 2	"	
Contractors' Classification	" 2	"	
Telephone Operators	" 2	rear	
Library	" 2	"	
Stock Room	" 2	"	
Mail Room	" 2	front	
Duplicating Room	" 2	rear	
Real Estate	" 2	"	
Survey & Plans (field office)	Wing 3	front	
Title Bureau	" 4	front and rear	
2nd FLOOR			
Maintenance Div.	Wing 1	front and rear	
Auditing & Accounting	" 2	"	
"	" 2	"	
Compensation & Claims	" 2	rear	
Planning & Economics	Wing 3	front and rear	
"	" 4	"	
Parkway Bureau	" 4	front	
3rd FLOOR			
Bridge Division	Wing 2	front and rear	
State Aid Projects	" 1	"	
State Highway Engineer	" 1	front	
Asst. State Highway Eng.	" 1	"	
Survey & Plans	" 1	rear	
Electrical Division	Wing 3	front and rear	
Plan Files	" 4	"	

## BRIDGE BRIEFS

TED KISELEWICZ

A vote of thanks to Chester Smith who ably handled this column for the past year.

Congratulations to Morris Goodkind who received his doctor of engineering degree at the Newark College of Engineering on June 14.

Congratulations are also in order for Dr. and Mrs. William G. Blue, the latter being the former Miss Bernice J. Rankin, daughter of Samuel Rankin, both of whom were presented their degrees by President Truman at the University of Missouri commencement exercises.

Welcome to Phil Burch, Jr., who will be with us for the summer. Phil returns to Rutgers the fall to complete his studies in civil engineering.

One of the less interested spectators at the Route 4 Parkway opening ceremonies was two year old Susan Gordon, daughter of George Gordon. Overheard her George Gordon, "Daddy, will I see any boats here?"

The Bridge Division Club Executive Board convened recently to make final plans for our annual outing to be held at the Pine in Metuchen on September 9.

death of his sister, Mrs. E. L. Conners.

Corp. Wm. Hutchinson has returned to the Lab, having been on an annual training period at Pine Camp, N. J.

Our sympathies are extended to Francis McDermott upon the

## Glamor Gossip

DORIS and JOAN

Our first few days in this beautiful new Highway building were really our idea of roughing it. We made our grand entrance through pouring rain and knee-deep mud. Then to top that we had to crawl under boards to get through the doors. Because of the damp weather, most of the girls went around with their curly locks falling in strands in their eyes. If this paints a gloomy picture, please don't mistake us, because we love it.

A luncheon was held at Jack Hanson's in May for Mable Parker, who is expecting a visit from the stork. The affair turned out to be quite a success, especially since the hostess was Claire Lazzoni. We hear Mabel's husband, Russ Parker, also with the Highway, is getting to be very domestic. Keep up the good work, Russ.

For the second consecutive summer, our school teacher, Agnes Santaniello, is back in Maintenance with us. Agnes acquired her new last name since we last saw her and our belated good wishes are extended to her.

Florence Millerick spent a weekend in Seaside Heights recently and came back with a nice tan. Dottie Jantz reports Bayhead is a wonderful spot for a week of fun. Lena Ciancio enjoyed the trip and will have her vacation. Dottie Jantz reports that Florence King of Planning, Traffic and Economics spent two weeks in Florida and found it just as wonderful as ever.

Our congratulations go out to Marion Sheeko of the Highway Division on her recent marriage to John Vannat of Clifton. Good luck and much happiness in the future to Marion and John.

Wedding bells also rang out for Ann Rainbridge and Jim Hamilton, both from Planning and Survey. Just back from a honeymoon in Florida, they appear to be very happy and we wish their happiness to continue through the years.

See you in the next issue.

"Bye now."

## Receptionist Will Direct Visitors at New Building

Something new has been added. The Highway Department is to have a receptionist at its new Fernwood home. The young lady who will direct the thousands of annual visitors and handle the details of their appointments is Dorothy Stam.



DOROTHY STAM

Dottie, as she likes to be called, is a native of Trenton and a graduate (1945) of Cathedral High. Before transferring to the Highway Department, she served in a similar capacity at Civil Service. Prior to that she worked as a stenographer for a title company.

The wife of Elmer "Pete" Stam, who works as an auto mechanic for the Equipment Division, Dottie has been married for slightly over a year. Although she disclaims any hobbies, she admits to a particular liking for telecast wrestling bouts. Overheard her George Gordon, "Daddy, will I see any boats here?"

In recent years Dottie has done quite a little portrait modeling for photographers. If you have a camera it might not be a bad idea to bring it to work some day. You won't break any lenses.





Modernism is the keynote of the entrance of the new building where cars may drive under the shelter of an overhanging concrete slab to discharge their passengers. Across the front of the building large stainless steel letters clearly identify it as the home of the Highway Department.



A fine example of office layout is shown in this view of a corner office of Planning, Traffic & Economics. The abundance of daylight is controlled by metal Venetian blinds. In this particular room fluorescent fixtures supply artificial light when needed.

## EQUIPMENT ITEMS

JAMES O'ROURKE

Sympathies of Fernwood are extended to **John Isherwood** and **Morgan VanHise**, each of whom lost a sister; and to **John Mellor**, whose father recently passed away.

**Ben Hancock**, a blacksmith at Fernwood, has returned to work following a trip to the West Coast with the Trenton Shrimers delegation. Ben reports a very enjoyable time.

Following in the footsteps of his dad, a navy veteran of World War I, and his two older brothers, both navy veterans of World War 2, **John McKeever**, youngest son of **John McKeever**, equipment operator, enlisted in the Navy for four years and is now in boot camp at Great Lakes Naval Training Station.

Among the recent college graduates is **Donald Wain**, son of **Jack Wain**, mechanic at Fernwood. Donald graduated from Lehigh University with a chemical engineering degree.

All set to enter the Seminary of the Marist-Fathers in September to study for the priesthood is **George Visokay**, whose father, **George, Sr.**, is a blacksmith at Fernwood and former boxer around the Trenton area.

**Charlie Jones** has accepted to work following a two weeks' illness and is happy to be at his daily chores again.

One of the winners of scholarships awarded to graduates of Trenton High School is **Leonard Dileo**, whose father, **Dan Dileo**, is a painter at Fernwood.

The Committee that arranged the very successful outing held by the Equipment Division at Plaz's Grove on July 15 included the following: **R. Brachetti, C. Seales, M. Lesnak, Bob Eitenger, Geo. Collins, Tim Brennan, John Rochford, J. Lyons, Geo. Buchanan, Don MacNeil, Geo. Engemann, Joe Thiel, Russ Hulce, and Tony Migliarini.**

## PLANNING and ECONOMICS

NEWARK

Preston E. Northrop

**Tony Amabile** is spending his vacation in putting the finishing touches on his new home near Princeton Junction. Ample acreage will enable Tony to extend his hobby of fancy poultry raising.

**Dick and Mrs. Uth** have announced their acquisition of a new home in Titusville—an attractive location with swimming practically in their back yard, so to speak. We wish them much happiness.

Another vacationist is **Anna M. Judson**, whose itinerary will include Mt. Ranier, Washington, and several points in British Columbia.

**Francis Rooney** is the proud father of a fine baby boy. Congratulations, especially to Mrs. Rooney who, at last, is making substantial progress toward recovery.

We are happy to see **Joe Trainham** at work again following a recovery from back injuries sustained while lifting traffic counters. Don't forget the rules for heavy lifting, Joe. An important one is to keep the heavy object close to the body.

**Lois Guion** has accepted a position with the Federal Government in Washington, D. C. If you wish to see your Congressman, she will help you cut the red tape. Good luck, Lois.

It is said that **Ed Taylor** is seeking a new home somewhere in proximity with our new Fernwood office. We appreciate the difficulty of such a quest and wish him quick success.

While enjoying the culinary excellence of the Highway Department's new cafeteria in Fernwood headquarters, we will be thinking of **Peter Pannullo** and his cheery "lunchman" call each day. Pete's good box lunches and the Bureau's coffee pots certainly ruined our

## Maintenance Notes

CHARLES J. DOHERTY

On July 10, despite a virtual downpour of rain, the Maintenance Division was moved into its new quarters in the Highway Department Office Building. However, with all the furor and confusion created in the process of preparation, the moving was carried off with few or no hitches. Those of us who have had an opportunity of making an inspection of the new building will agree that it is one of the finest examples of the modern office building. The architect has accomplished something not only from the standpoint of beauty, but utility as well. For once, it is safe to say that everyone will be able to work without the slightest trace of eye strain; and artificial lighting, while provided, will probably be used only at night, since the outer walls of the building are virtually one continuous area of glass. The interior of the offices, in keeping with the modern trend toward pastel shades, has a very pleasing effect. We understand that the transportation problem, too, has been solved, so that practically everyone is now able to get back and forth without too much inconvenience. It is a safe conclusion to say that this new building is a decided improvement over the old one.

**Norm Horner**, recently back from the "war" at Pine Camp in New York State, where the National Guard has its annual training, reports that this time the going was especially rough. Apparently, the "brass" had every man on his toes, having in mind future possibilities. The training must have been a strain on Norm, since he was forced to take off the following week to rest up from his arduous tasks at Pine Camp.

We are sorry to report the deaths of **Charles L. Sagors**, of Almonesson, and **Sidney Proctor**, of Kenil. Mr. Sagors had been an assistant foreman with this Division under Supervisor **J. W. Kelly**, and had been with the Department since 1924. Mr. Proctor, formerly with our labor force, had been with the Department since 1929, having worked with **Foreman Van-Shoick**. To both families and relatives of the deceased men we extend our sympathies.

noonday appetites during our Newark sojourn.

TRENTON

B. T. Patterson

The Division welcomes **Margaret Jenison**, **Harold Simon**, **Connie Mack**, and **James J. Alimena**. May all your hours with us be pleasant ones.

We lost two fine boys recently—**Roy Everson**, who left to work with private industry, and **Bill Kimball**, who returned to college for graduate work. Bill wrote the following poem upon his departure:

DEPARTURE . . .  
(Some Afterthoughts)

Patience, we are told, is a virtue, And you were patient with me, I came here quite unannounced, And I pass on silently.

While I was here you were tolerant, Considerate, courteous, and kind. But you would have been with another, It's your way—to accept, to bind. The memories I bear are all pleasant, 'Twas you who made them that way. In body I now am departing, In spirit, be sure, I shall stay.

It's a boy for the **B. T. Pattersons**. Mother and baby are doing nicely at the present writing.

**Joe Kanda**, **Johnny Jones**, **Bob Nolan**, and **Tommy Frascella** are to be congratulated for having passed the assistant Highway engineer examination.

Our **Bud Bates** and family are spending a very enjoyable ten days at Cape Cod.

Congratulations to **George DeHahn** upon appointment to the Mercer County Planning Board. We wish you every success, George.

Congratulations also to **George Mendez**, who recently received his professional engineer's license.



A portion of the huge parking area in the rear of the building which is laid out to accommodate 300 cars. Rear entrances to the building provide employees easy access to offices. A portion of the other buildings in the Fernwood tract can be seen in the left background.

## PARKWAY PERSONALS

MARIE WALSH

**Oliver A. Deakin**, Parkway Engineer, served as host at the Annual Meeting of Coordinators, Division I, held on June 21-23, at Princeton, N. J. From all reports it was a very interesting, well arranged and well attended meeting.

A new arrival for **Mr. and Mrs. C. Ross Pell** on June 30—David Charles, who tipped the scales at 7 lbs. 8½ oz. This is their second child and from all accounts mother and baby are doing fine. P. S.: Ross has fully recovered, too.

**Mr. and Mrs. Al Quimby** found the coolness of Vermont a welcome change from the terrific heat in Trenton during the 4th of July holidays.

Recently **Mrs. Mary Hendrick** attended the Penn State Alumni Reunion at State College, Pa., on June 8th to 10th. Mrs. Hendrick did not meet any other New Jerseyites, but alumni from the West.

Coast, and from Korea, Japan, and Honolulu made the trip.

Our representative at Pine Camp, N. Y., is **First Lieut. Jack I. Wolfe**, who is on 15 days military leave for summer field training with the 12th Field Artillery Group, New Jersey National Guard.

Having completed a course at Rutgers University, **Leslie M. Keating** is now a certified tree expert in New Jersey. At the present time Les is doing field inspection work on Route 4 Parkway.

**Russell Myers** received his Masters Degree in Landscape Architecture at Harvard University on June 21, and also attended the commencement activities the following two days.

As usual, "photogenic" **Joe Whalen** was "in the limelight," according to photos taken of the Annual Coordinators Meeting. How do you do it, Joe?

The members of the Parkway Bureau wish to extend their deepest sympathy to **Marie T. Walsh** on the recent loss of her brother, **Thomas J.**, after a long illness.

## A MAN WITH A HOBBY



No doubt a lot of folks in the State Highway Department have hobbies. Not many, however, can point to one so unique as that of **Foreman James E. Coleman** of the Maintenance Division who spends a lot of his spare time restoring cars of ancient vintage to their original condition.

Jim brought a fine example of his work to Fernwood on the occasion of the Department's farewell to former Commissioner **Spencer Miller, Jr.** Bright as a new dollar, this 1914 Ford "phaeton" stood proudly on her 30 x 3½" tires while many people, who could not match her 35 years, looked on admiringly, and others, who were older, went back in memory to the rutted roads of yesterday.

Of course, to be authentic in his restoration, Coleman has passed up such new fangled gadgets as electric lights, storage battery, self-starter, and bumpers. The car passes each inspection, however, because these accessories were not part of the original equipment. In fact, the only new items on the car are the 1950 license plates and the inspection sticker.

One of the last items that Jim was able to find was the bulb-type horn. Prior to acquiring this he

had used a Klaxon. Another point of interest is the headlights which use tanked acetylene gas, and the cowl lights, which, true to tradition, burn kerosene.

Coleman says he has little or no trouble getting replacements for the car since all Fords between 1909 and 1927 had parts that were interchangeable. Whenever he needed some such item it was obtainable either in Newark, Somerville, or Chester, Pa.

Although he has two other cars, Coleman enjoys his frequent trips in the "tin Lizzie." He uses it only in fair weather, however, despite the fact that it is capable of running smoothly at 40 miles an hour and "will go up Dugway Hill in Watching with no trouble at all."

A lot of history is tied up in this early model auto. It is because of the success of this and others of its vintage that the State Highway Department is in business today. The transportation revolution wrought by the automobile was only a forecast when this job came off an early assembly line.